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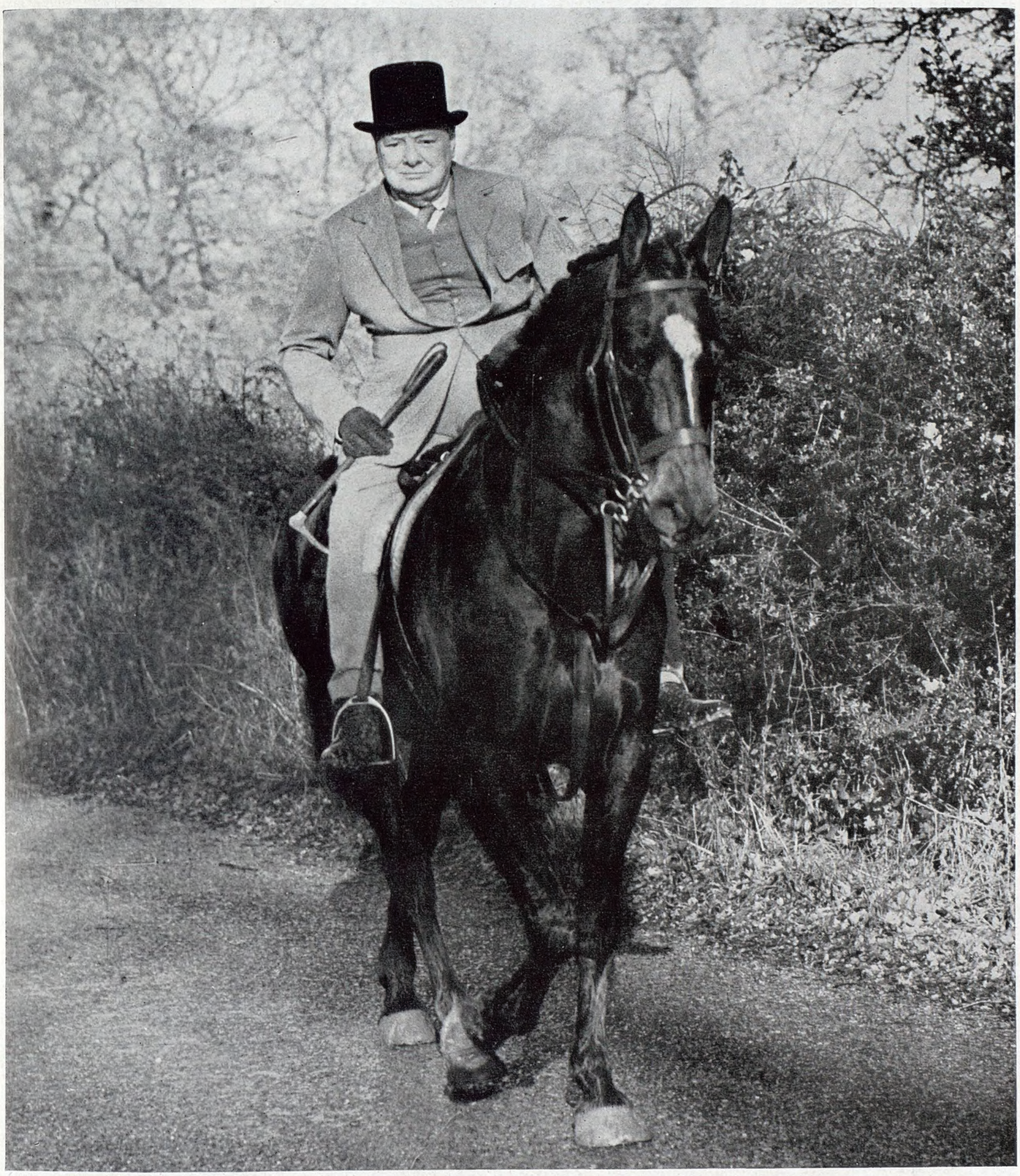

**MR. CHURCHILL, SEVENTY-FOUR LAST TUESDAY, GOES HUNTING—BRITAIN'S WARTIME PRIME MINISTER AT THE MEET OF THE OLD SURREY AND BURSTOW HUNT AT CHARTWELL FARM, WESTERHAM, THE HOME OF HIS DAUGHTER MARY AND CAPTAIN SOAMES: The hunt met at Mr. Churchill's invitation, and before moving off members gathered at the farm to drink rum punch. Chartwell Farm adjoins Mr. Churchill's Westerham property**

Attending his first meet of foxhounds since the war, Mr. Churchill acted as host to the Old Surrey and Burstow when they met at Chartwell Farm, Westerham. Mr. Churchill, described by a friend as being "full of beans," rode the brown horse, lent by neighbour Mr. Sam Marsh, which he frequently uses for hacking, and altogether he spent two hours in the saddle. The hounds found a fox at the third covert, and after streaming away in good style, met with a lengthy check. Mr. Churchill then turned for home. On Sunday he was hard at work at his war memoirs during the greater part of the day, continuing at his desk until 9 p.m.

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# A LONDON NEWSLETTER

## The Sovereign's Labours.

—None of the King's doctors seems to question that overwork has been a prime cause of his illness. It is therefore apt to stress a point which seems to have been little considered since 1911. About that time the complexity and profusion of public business and affairs of State began to increase markedly, and have never ceased to do so. King George V and King George VI have proved themselves in a sense a "new dynasty." Under King George V constitutional monarchy assumed a new meaning (and indeed technique) to meet the needs of "modern democracy." The outstanding quality which was called for from our "new dynasty" was a sense of duty, a conscientiousness, unknown to their predecessors. The effect of the increase in complexity and range of State business, due to political events and to ever-improved means of communication, was soon enough felt by Ministers and departments. The old establishment could not cope with the work. Soon enough it became necessary to give the Premier a deputy, to increase largely the number of Government departments, to appoint executives to control a dozen new committees in or under the Cabinet. Every such increase in departments or special Ministers added to the daily work of the King, many of them added a new "box" to the imposing pile which constitute his daily work. For forty years it has not occurred to many people that, while a Minister may derogate some of his work to a deputy or a departmental chief, be relieved of some of his functions by splitting his department into two, the King can have no deputy, his functions, if he be conscientious, cannot be "split"; and every time a Minister seeks such essential relief, he merely transfers that share of his burden on to the King's shoulders. Thus it is that for near forty years the work of routine (apart from anxiety, worry, responsibility) thrown on the Sovereign and his secretaries has never ceased to grow, and is now probably beyond the compass and endurance of the strongest constitution.

## National Call-up.

—It is little enough trouble that the average citizen takes to comprehend the new laws which affect the life and liberty of himself and his children. As a parent, I am concerned to study the latest swing of the Government's policy-pendulum as regards Defence and National Service. Terrified by the fear of war, the Government has swung full circle and incorporated in the new proposals not one, but two bugbears of their Left-wingers. The National Service period is increased by 50 per cent. and recruits will be liable to garrison duty overseas in places other than Germany. That presumably means that a boy fresh from school (after two or three months' training ?) may be drafted to any hot spot on earth where Britain is required to maintain a garrison. Is this one of the items which will have the Conservatives' hearty approval ? Will only the most courageous Left-wing Socialists oppose *that* proposal ? Its implications are clear enough to *me* as a result of experiences brought to my notice of the training and welfare of recruits in established training centres in England. Conceive the possibilities of mismanagement and waste of green and inexperienced youth in hot spots "East of Suez," where facilities for training and supervision are not likely to be 100 per cent. efficient. I confess I find the proposal intolerable without far-reaching safeguards conceded in committee.

## Crime and Punishment.

—It is twisting the meaning of a phrase of Mr. Ede's to point a moral, but I can't resist: The Home Secretary told his constituents that until our prisons can be made places which humane men would accept as tolerable for life imprisonment, we shall have to go on hanging murderers—occasionally. The new Royal Commission is going to enquire into this question of prison reformation, which rather suggests that Mr. Ede anticipates that they will certainly advise the abolition of the death penalty *in toto*. It sounds like pre-judgment. Mr. Ede is, of course, fanatically opposed to capital punishment, and nobody can envy him his hideous duty of reviewing death sentences. Nevertheless, the idea of making prisons comfortable for the worst type of killer justifies the expression of the theory that one cause of our present terrible wave of crimes of violence has been the too-swift and exaggerated response to the humanitarians, who forty years ago certainly had an Augean stable to clean up in the way of prison reform. Any magistrate of the humblest kind looking back over twenty years' experience on the Bench must judge that the efforts to humanise the treatment of young offenders, so as to reclaim them to decency and usefulness, were noble and essential reforms much too long delayed. But in so far as those efforts mitigated in the minds of the young the awful majesty of the Law, they were too swift and too sweeping. I remember the first stage, when the police were ordered to attend the children's court in mufti, to play the benevolent Father Christmas or sugar-daddy, when the female magistrate coo-ed over the young thief or rick-firer or would-be killer. The effect on juvenile crime was immediate, and it was soon admitted that Authority had gone too far in "humane" reform. The reaction to humanity as regards adult crime also has gone too far in some respects already, with similar results. The judges are sure of it, the Upper House is in agreement. The new Criminal Justice Bill is a doctors' mandate. The words *prison* and *punishment* are expunged. It is all couched in terms of treatment for interesting invalids. *Curative detention* is about the severest sanction we shall offer to crimes of violence. The killer must have an up-to-date sanatorium, to save him from the hangman. Small wonder if the killer laughs in his sleeve and calls the Law a h'ass

**THE WESTMINSTER SWORD—A NOTABLE DISCOVERY ON THE SITE FOR A BOILER-HOUSE: This ninth-century English sword was found during the course of deep excavations for the new boiler-house for the Houses of Parliament. It was found 30 ft. below the present surface of the site, and beneath what was formerly part of the bed of the Thames.** The weapon is complete except for a small part of the grip and the pommel. The hilt has a straight cross-piece, a bar of iron 3½ ins. long, tapering at each side and ridged or angular in vertical section. This type of cross-piece belongs to the seventh and eighth centuries, and gave place to curved guards of "cocked hat" shape in the Viking period. Attached to the cross-piece are plates and fine strips or wires of yellow metal, which analysis proves to be gold with an addition of copper

## Coal and the Coal Board.—

The committee set up to examine the organisation and working of the Coal Board has "approved in principle," making only some suggestions for enlarging the membership to secure better liaison between policy and execution. All this is far above the heads of the little man at the bottom—the small domestic consumer—who in hard winter may (or may not) receive a hundredweight sack of coal or anthracite to carry him on, who must pay for it at the rate of about £5 a ton, and will find that in fact, when he has raked out the 50 per cent. of chalk and slate, that he is paying £10 a ton or 10s. per sack. We know the difficulties. We must pay for the new Board, the new scale of wages, the lack of modern machinery, the lack of adequate staff for screening, washing, cleaning, for absenteeism, and for the lack of discipline in a small percentage of a now privileged class. But we do not like—we bitterly resent — being compelled to pay a fantastic levy in exchange for shoddy. It is clear enough that everyone who can, is turning from coal. I do not suppose that the home domestic market is regarded by Authority as of any urgent importance for years to come—any fleabite reserved for us which we do not take up can be dumped abroad and welcome. But in the end our basic industry will be destroyed by selling rubbish in whatever market. Already the improvements in wood-burning stoves are revolutionising the heating of houses in England. I have filled my house with them, and they more than fulfil the function of central heating plus open coal-fires in the palmy days of cheap and plentiful coal. It has been too long "Take it or leave it": for me it is at last "Leave it."

## Church House Depressions.

—As day after day, week after week, the reports of the Church House inquisition are broadcast in Press and on the air, *facile princeps* in public interest, it is fair to suggest that only once or twice since 1805 have investigations of this kind been so damaging to public confidence in Government and public life. The Labour Government, as it stands to-day, is the apostle of public austerity, the apostle of saving, the declared enemy of gambling and spending on luxuries, the preacher of equal justice and shares for all; it follows that these daily sidelights on the lives and habits of one or two of the easy-money, back-stair fraternity who make a livelihood out of not-so-very-essential industries, are positively shattering in their effect (on me). It may be that every public man concerned will be totally cleared of all direct or oblique innuendoes. Even now, we have no reason to suppose otherwise. The trouble is that, though the name of every public character mentioned be 100 per cent. cleared, the mud will stick; it will stick for years. The austerity preached by Sir Stafford had been so rigid, so saintly, so uncompromising, that we have been half-persuaded to believe that Mr. Attlee's team was a team of Peter Hermits, of John Baptists. How frightful, then, is our reaction when we realise—perhaps the one fact which we may yet accept as proven truth at this stage—that one or two of the austerity team were acquainted with, exchanged a one-sided hospitality with, men who do not appear to live as stoics or hermits. That stresses well enough the peculiarly damaging effect of this investigation on a Government led by Mr. Attlee and his Chancellor. *Their* virtue has been made out so incandescent that the very existence in their neighbourhood of a lower standard of austerity seems to shatter the whole saintly façade. It is much to his credit that Mr. Attlee was first to insist at once on a public and exhaustive enquiry, for he must have clearly realised that the publicity and the duration would be bad, for the Party, for the institution of Parliament and for the good name of Britain, however wild and false the rumours, however guiltless the suspects. How deeply must these Ministers loathe this unedifying sifting of the mud.

THE OLD STAGER


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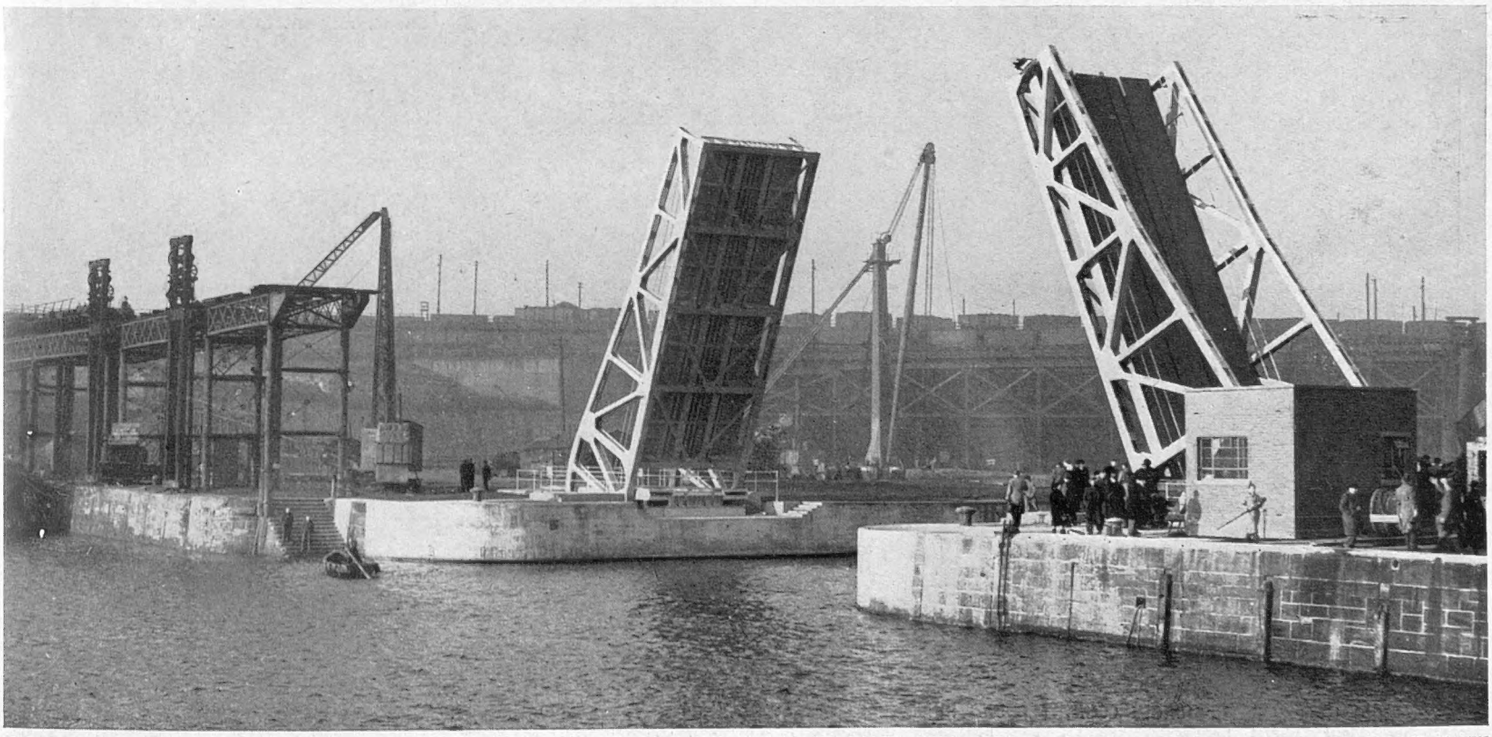
THE DUKE OF EDINBURGH PAYS A VISIT TO EDINBURGH—A DAY OF INTENSIVE ACTIVITY IN THE SCOTTISH CAPITAL: *On left and right*—His Royal Highness, accompanied by Brigadier G. Collingwood, D.S.O., Commander 155th (Lowland) Independent Infantry Brigade (T.A.), inspecting a parade in Princes Street of units of the Territorial Army. This was one of several engagements completed by the Duke in the course of his one-day visit. He arrived at Waverley Station last Sunday morning, and left again in the evening after being entertained to dinner by the Lord Provost and senior officers of the Services. The Duke's first engagement in the morning was at Leith, where he inspected a guard of honour from the training ship H.M.S. "Claverhouse," and later he attended a seamen's service at South Leith Church. For the afternoon parade in Edinburgh a great crowd lined Princes Street. Later the Duke was present at a reception for the territorial officers who had taken part in the parade

A PANEL OF THE ELGIN MARBLES ARRIVES AT THE BRITISH MUSEUM: The centre slab of the East Frieze of the Parthenon about to be unloaded on reaching its destination. The celebrated marbles, weighing 100 tons, have been stored with other treasures in the Aldwych tube, about a mile from the British Museum, and the task of returning them from their war-time place of safety will take about six months. The sculptures were brought to London in 1806

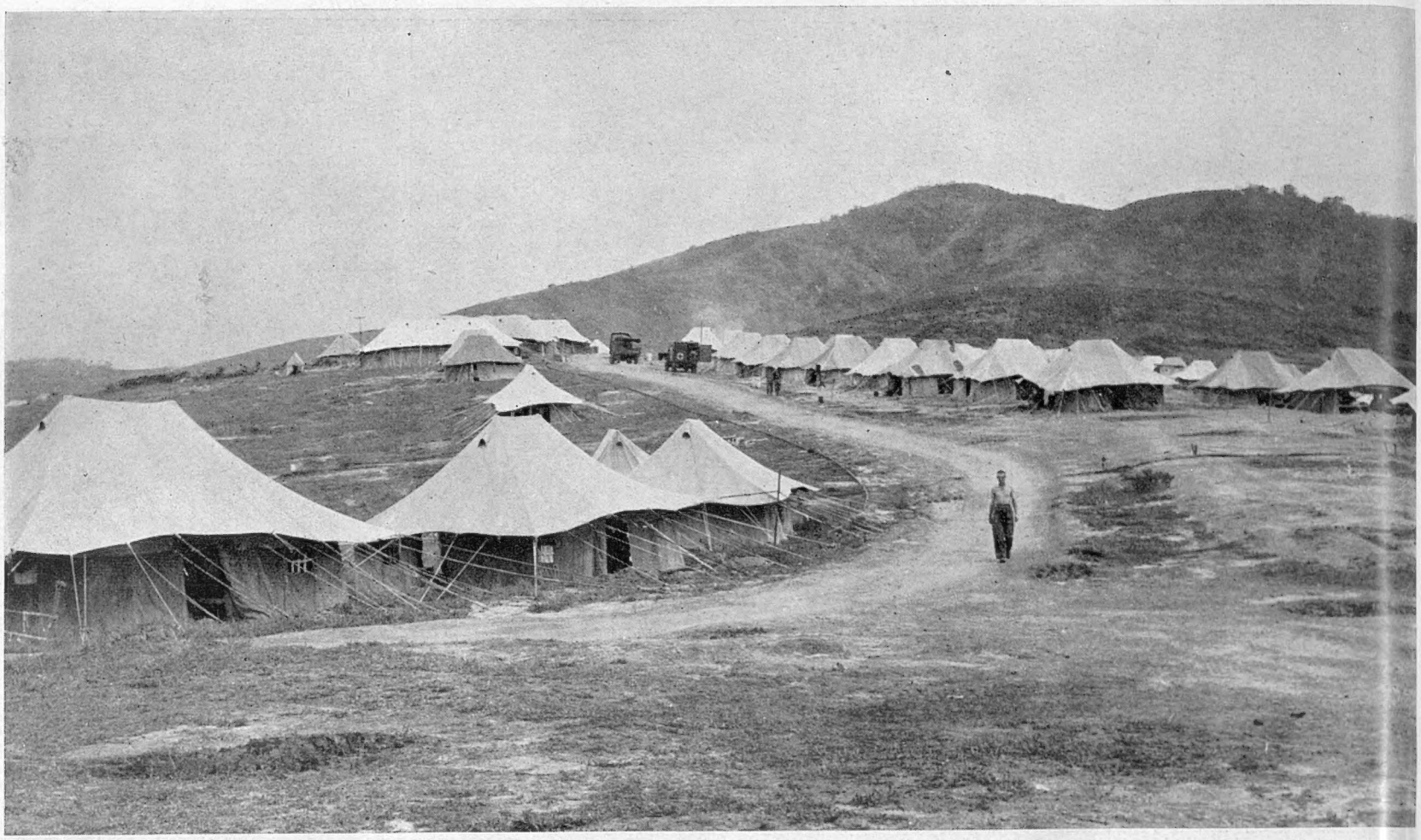
## THE DUKE OF EDINBURGH IN THE SCOTTISH CAPITAL

## THE ELGIN MARBLES EMERGE FROM THEIR WAR-TIME HIDE-OUT

*Left*—The removal of the priceless Elgin marbles from the Aldwych tube began last week under the watchful eye of Professor B. Ashmole, Keeper of Greek and Roman Antiquities at the British Museum, and thus is set in motion yet another chapter in the history of the celebrated marbles. On their way to England during the Napoleonic Wars the ship in which they travelled was wrecked, and later they were the subject of a violent controversy when Lord Elgin, who had received the Porte's sanction in removing them from Greece, was accused by Byron and others of vandalism and dishonesty. The present task of returning the marbles to the British Museum is one of considerable difficulty. It has been entrusted to the hands of six men, who confine their activities to hours when traffic is not at its peak. The marbles are going to the old Elgin room at the British Museum. The gallery given by Sir Joseph Duveen is not yet repaired



THE FIRST MOVABLE BRIDGE IN ALUMINIUM ALLOY TO BE ERECTED IN THE WORLD—THE £85,000 BASCULE BRIDGE AT SUNDERLAND, WHICH WAS OPENED LAST WEEK BY THE MINISTER OF TRANSPORT: The bridge, weighing only 54 tons, spans a 90-ft.-wide junction between two docks. It forms part of a big scheme of port improvement at Sunderland, involving an expenditure of £795,000. Besides saving steel, the bridge economises, by reason of its lightness, in electrical manipulation

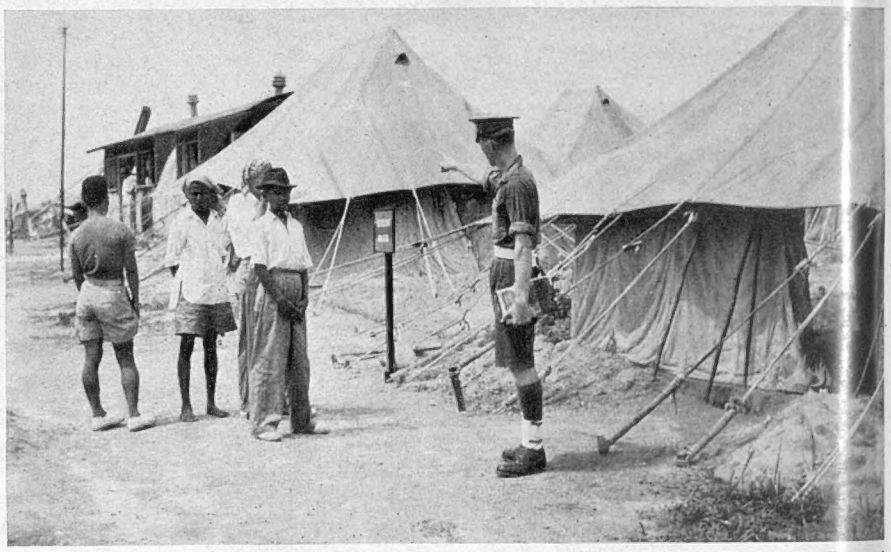


**A GUARDS ENCAMPMENT: No snug barracks awaited the Guardsmen when they arrived for their initial period of training before joining other units in the drive against the Communists. This camp is situated near a tin mine eight miles from Kuala Lumpur, and while under jungle training it has also been the task of the Guards to defend the mine**

# WITH THE GUARDS IN MALAYA

## Training for the Offensive Against the Communists

Britain is not making the same mistake in Malaya as she made in the same peninsula in the Second World War, when she flung troops into combat who had no knowledge of the terrain or of the nature of jungle fighting. While the aptly-named Ferret Force is keeping the Communist bandits on the move, never for a moment allowing them to settle down and establish camps, newly-arrived British units are training themselves for a sweeping campaign in which it is hoped to clear the whole country of terrorism. One of these units is the 2nd Guards Brigade, which arrived in Singapore some weeks ago and has since been encamped near Kuala Lumpur, there to defend the tin mines and at the same time to engage in jungle warfare training. It is expected that this training will be complete by mid-December, and that the Guards will then join in the "big drive"



**MALAYAN WORKERS REPORT FOR ORDERS: They are directed by a Guards sergeant to assist in the construction of the Battalion Orderly Room at the camp near Kuala Lumpur**

**A TRAINING MARCH IN THE JUNGLE COUNTRY ROUND KUALA LUMPUR: At the head of the column are Lieut.-Colonel Sanderson (right), the Battalion Commander, and Lieut. Lord Ogilvy (wearing revolver holster), son of the Earl of Airlie. Lieut. Lord Ogilvy is helping Lance-Corporal Thomas to carry equipment slung on a bamboo pole. These training marches, including exercises in jungle warfare, were a feature of the Brigade's first weeks in Malaya**

**THE COMMANDING OFFICER OF THE 2ND GUARDS BRIGADE: Brigadier M. D. Erskine, D.S.O., Scots Guards, who, in advance of his men, arrived at Singapore at the end of September and supervised the arrangements for their initial training on Malayan terrain. During the war Brigadier Erskine was one of the youngest officers to hold the temporary rank of Major-General, and he was fortunate enough to go through all his campaigns without suffering injury**

THE GUARDS LEARN THE ART OF JUNGLE WARFARE: *Left*—Practising snapshooting at a rapidly-moving target in dense country near Kuala Lumpur. *Right*—Examining the target after a shot. The target is operated by a wire, and as the soldier comes into the line of sight it is suddenly made to appear before him. His quickness in taking aim and in firing is developed rapidly in this way. The system of training was used in England during the war, and it has an obvious application to jungle conditions, where our troops are tackling an elusive and wily enemy with a superior knowledge of the terrain being fought over

PRACTISING WITH RIFLE AND STEN IN THE JUNGLE COUNTRY OF WESTERN MALAYA: Two Guardsmen, watched by an officer, about to take aim and fire during quick-firing target practice. The Guards, for the most part, completed their basic training before leaving England, and they have used the first weeks in Malaya to reach a high pitch of specialised training in jungle combat. They will now join the Hussars and other units in action in the field

WITNESSES FROM THE BOARD OF TRADE: Sir John Woods, Permanent Secretary to the Board of Trade, and Mr. Harold Wilson, the President, outside Church House after giving evidence before the Tribunal. Mr. Wilson, who was a surprise witness, was asked by Sir Hartley Shawcross to give details of the actual circumstances in which the Shermans prosecution was withdrawn

*The Second Week of the Tribunal*

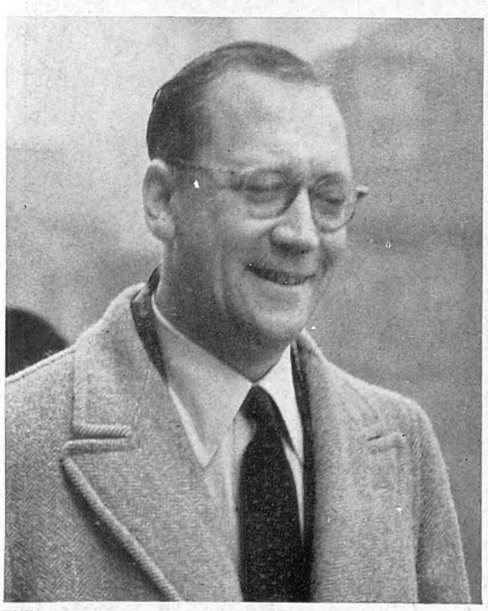
# WHO'S WHO AT THE LYNSKEY INQUIRY

SIR MAURICE BLOCH, HON. PRESIDENT AND TREASURER OF THE GLASGOW JEWISH BOARD OF GUARDIANS: Sir Maurice Bloch, sixty-six-year-old head of a Glasgow whisky firm, was a leading witness before the Tribunal during the second week

MR. HIRSCH TEPER, OF SOUTH AUDLEY STREET, MAYFAIR TAILOR: Mr. Teper told Sir Hartley Shawcross of suits made for Mr. Belcher, Mr. Gibson and Mr. Key. The second fitting of Mr. Belcher's suit took place in Mr. Stanley's flat

MR. WILLIAM J. DARBY, GROUP MANAGING DIRECTOR OF LEWIS BERGER AND SONS: Sir Hartley Shawcross questioned Mr. Darby regarding Mr. John Belcher's alleged search for a directorship

MR. ALFRED COPE, BOOKMAKER: He was asked to give evidence about an Epsom race party. He declared that he himself did not invite Mr. Belcher, but the Parliamentary Agent of the Bookmakers' Protection Association may have asked him

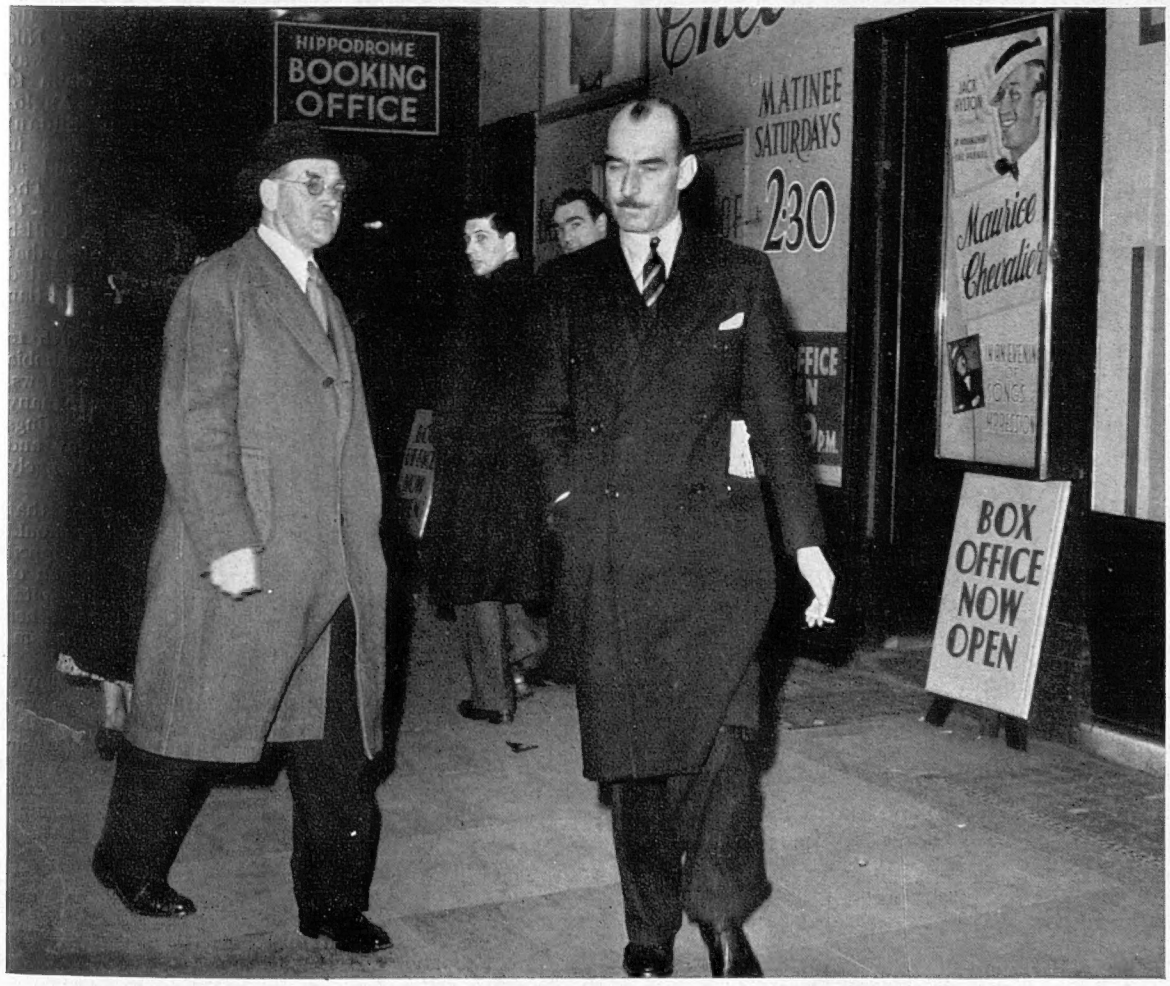


THE PRESIDENT OF THE PERFUMERY AND TOILET MANUFACTURERS' FEDERATION: Mr. Leonard Joseph Matchan. He is also the Vice-President in charge of the British factory of Max Factor

MR. R. W. LIVERSEDGE: Under cross-questioning from Sir Hartley, Mr. Liversedge admitted that at one time he went under the name of Perlzweig, and that he also used the name of E. M. Watkins

A MEMBER OF THE COMMITTEE OF THE GARTER CLUB: Mrs. Rosemary Ponte gave evidence relating to a party given at the Club by Mr. Stanley

LEAVING A LEICESTER SQUARE NEWS THEATRE : Mr. and Mrs. John Belcher with their friend, Mr. James Haworth, M.P. (left), in Leicester Square after Mr. Haworth had given evidence before the Lynskey Tribunal. Mr. Haworth, like Mr. Belcher, is a member of the Railway Clerks Association. He occupies rooms in Mr. Belcher's home




# THE BELCHERS GO TO THE CINEMA

## A Visit to the News Theatre to See the Film of the Tribunal

By the beginning of this week Mr. John Belcher had still not taken the witness-stand at the Lynskey Tribunal at Church House, Westminster, but he had been a regular attendant at the hearings, and after his friend Mr. Haworth had given evidence, they took the opportunity of visiting a London News Theatre where the Tribunal was being featured. In his evidence before the Tribunal, Mr. Haworth declared that he had been a close friend of Mr. Belcher for twenty years. Mr. Aiken Watson (for Mr. Belcher) questioned Mr. Haworth about the Belchers' domestic arrangements.

"When at home is it a frugal kind of existence or is it exotic and luxurious?"

"At home it is quite definitely the life of a railway clerk. They go on in just the ordinary way as they always did before John was elected to Parliament."

Mr. Haworth said they lived in a terraced house.

"My wife died in June 1946," said Mr. Haworth, "and in October of that year I sold my house in West Kirby and brought my furniture down, because the tenant who had occupied the sub-basement had left that week. It seemed a fortunate circumstance for me to be able to come with friends.

"I pay £1 per week for the accommodation and then I share with the household expenses."

There was laughter when he added as an afterthought: "I do most of the shopping, as a matter of fact."

*On left*—**OUTSIDE THE HIPPODROME : Mr. Haworth and Mr. Belcher, and in the left background (back to camera), Mrs. Belcher, who was referred to as "Lulu" at the Church House hearing**

# THE YOUNG MONARCH IN A HURRY

## King Farouk and His Rather Breathless Progress

By FERDINAND TUOHY

A POSSIBLE connection may be discerned between King Farouk's decision to divorce Queen Farida and the unsatisfactory development of the first campaign fought by the Egyptian Army as an independent body.

Had the advance into Palestine led to victory, the King would have reaped full reward for having been its inspirational driving-force ; all praise to his House. It failed—and the King must needs look to the future of the dynasty more closely than would have been necessary had there been no war.

It was known that the King and Queen had not lived together for nearly two years. Her Majesty lived apart in the harem quarters of the Abdin Palace in Cairo. She had her three little daughters with her, Ferial, Fawzia and Fadia (everybody's name has to begin with F in this family), and the girls would meet their father in the gardens or he would have them into his side of the Palace.

The three little girls were, indeed, the innocent cause of the rift—no son, no heir. In Egypt it is not conceivable that a Princess should ascend the throne. The King would have to beget a male heir or else . . . or else he ran the risk of the throne passing to the son of one who was a sworn enemy of his father's. Failing that male heir, the succession passed through an ailing and aged uncle to robust Abdul Moneim, son of the last Khedive.

Why, then, did not King Farouk go about a divorce earlier and get on with remarrying—he who had always appeared to show himself in a hurry over things ?

For answer, one is told to look towards the Western-minded Farida, who is said to have posed two conditions without whose acceptance she would not agree to a divorce by consent, the honourable way which her husband desired in memory of a strong young mutual bond.

As ex-Queen, Farida would be able to leave not only the harem, but Egypt itself if so she desired, and she would have the right to remarry.

The latter condition may well have been the chief stumbling-block, since it could mean that the children of a commoner might be step-brothers and stepsisters to princesses of the Royal House. But more pressing considerations had lately to be taken into account. The King had come second best out of a war, and his personal, forceful Nationalist policy had been checked. Dynasties need to be fortified in such circumstances. A son was imperative.

So Farouk (like Henry VIII in a not dissimilar case) decided to delay no longer before trying for better fortune with another Queen. Fortunately for him, there was no moral stigma or religious problem. All that his Majesty had to do was to settle the affair of Farida in his own conscience and interest. That the Queen was very popular must be borne in mind. It was.

The former Aziza Zulficar resumes her maiden name and returns for the time being to the house of her father, a Cairo judge. She keeps her youngest daughter Fadia. She is confirmed in the ownership of the large estates and valuable jewellery which the King gave her at various times. And the ex-Queen may travel when and where she wills. But can she remarry ?

Must the fair Aziza, twenty-seven and modern-minded, rest satisfied as a leader of Girl Guides and keen worker in child welfare ? The thing is not unknown in similar circumstances. King Farouk's father married several times, and one of his former wives, Princess Chevakiar, has long been a pioneer in the movement to broaden the scope of the Muslim woman by interesting her in works operating to the public good.

Time will dispel the secret clauses around Aziza's heart. Meanwhile, the opinion about King Farouk is that he will lose no time in re-marrying, thereby living up anew to his reputation as the young Monarch in a hurry.

His Majesty seems to have been with us so long that it is hard to believe he is only twenty-eight. The explanation is that he looked like a grown-up man when he was still a boy of sixteen, and that he has been more in the limelight since 1936 than other monarchs are throughout a lifetime.

The world first heard of Farouk as a fifteen-year-old schoolboy at Wimbledon. In fact, he had only just arrived, when his father died, and he had to hurry back to Cairo to ascend the throne before some wicked uncle did.

The next one saw of Farouk was a portly young man wearing the tarboosh and at the wheel of a sports model. He was a bare seventeen, but had already entered on King's estate, even to getting his toes wet in world politics by showing his sympathy with the Fascist masters of Abyssinia. In this he took after his father, who was an enthusiastic visitor to the Italy of Mussolini. In point of fact, Fuad was educated there, and his family derived from just across the Adriatic, Albania.

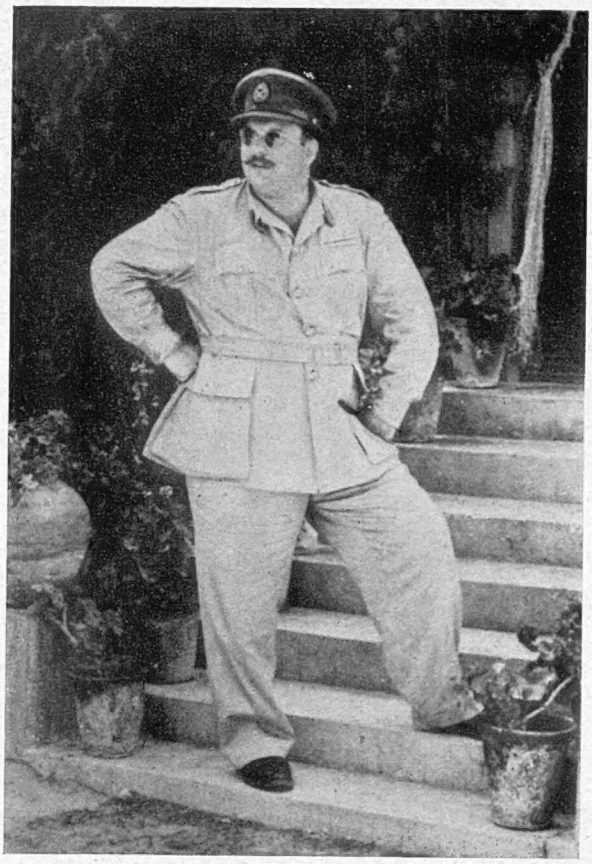
Enter love's young dream—with a rush. The seventeen-year-old Farouk was holidaying in Switzerland, in 1937, when he received the *coup de foudre*, that wobble at the knees, upon perceiving a sixteen-year-old Circasian girl who was at finishing school but out for the afternoon. In the following January Eighteen married Seventeen, and by the time the husband was twenty he was already the father of a small family.

The year was fateful 1940 and the young King showed himself to be in a hurry over other matters besides founding a family. He hurried to believe that the Axis Roma-Berlino had won. His Prime Minister, Sidky Pasha, opposed the declaration of war by Egypt on the Axis Powers as their troops invaded national territory. Rather did the King set about modelling himself and the regime on Fascist lines. He became the hero of shirted and strident youth and, in the course of critical 1942, a real risk in the back of the fighting Allies.

Armoured cars outside the Abdin Palace ; Sidky arrested.

Once Rommel had received his "bloody nose," and the Axis had withdrawn, as it proved, for good, from Egyptian territory, King Farouk elected to fill the role of Egypt's largest landowner, most extravagant spender, and leading sportsman. The burly and balding young man of twenty-three travelled the country, studied the lot of the 12,000,000 fellahin, drove at 90 m.p.h., sweated on the courts, gave wonderful receptions, and had another daughter.

By 1944 the great Cairo G.H.Q. had been instrumental in provoking renewed Nationalist outbursts leading to the murder of Lord Moyne. The King terminated his relative withdrawal from the wider political stage by attracting the prestige-laden old Ibn Saud to a meeting "on a basis of complete equality." This marked the beginning of King Farouk's bid for headship of the world of Islam, short of the untenanted Caliphate. It was conducted at fever-pitch.



**KING FAROUK I, TENTH RULER OF THE DYNASTY OF MOHAMED ALI : The King seen during a visit to the Palestine front in the course of the campaign of the Egyptian troops which has met with consistent ill-success in the face of Israelite enterprise. The King's ardent nationalist aims have lately received a severe check, and his dominating position among the Arab nations of the Near East does not go entirely unchallenged, indicates Mr. Tuohy in his article. King Farouk, son of the late King Fuad I and of Queen Nazli, succeeded his father in 1936 and his marriage to Aziza Zulficar, now dissolved, took place in January 1938. The heir-presumptive to the Egyptian throne is Prince Mohamed Aly, now seventy-three years of age, first cousin to the King and younger brother of the former Khedive, Abbas Hilmi II. Females and their descendants are excluded from the Egyptian throne, and under the rescript of the late King Fuad, anyone who is not a Muslim, who is not the son of Muslim parents, or not in full possession of mental powers is also excluded**

After wooing Saudi Arabia and the Yemen, King Farouk lined up Fawzi's Syria, and shortly afterwards the Palestinian Arabs, less Transjordan, subscribed to the Arab League which had been constituted in Cairo. Thither the ex-Mufti of Jerusalem had flown from France, and thither went Abd-el-Krim, saying, "God save Farouk, defender of Arabia and Islam." A particularly hurried piece of work had been put in with Krim, who was tricked off a vessel bound for France.

The spectacle of "The Lion of Morocco" as a guest at the Abdin could not fail to register with Sultan Sidi Mahomed, who promptly joined the Arab League. Farouk's prestige was further swelled by the Tunisian and Algerian leaders doing likewise, while the Shah of Iran and his Queen (the now-divorced Fawzia, sister of Farouk) paid a resounding State visit to Cairo. Only the Turks were difficult. President Inönü would not go to Cairo, focal-point of the Arab world, so King Farouk had to go to Ankara.

But even that journey failed of its purpose. The Turks continued to look with distinctly jaundiced eyes on Farouk's efforts to rear himself to the headship of Islam. They thought he was in too much of a hurry to step into their shoes. It lacked grace.

Parallel to all this, King Farouk, as a Mediterranean monarch, insured against a possible resurgence of Fascism and the brand of Royalty it sheltered, by welcoming the dethroned of Europe and their kin. He could give a party at Alexandria to King Victor and Queen Helena of Italy, King Zog and Queen Geraldine of Albania, King Simeon II of Bulgaria and Queen-Mother Giovanna, Prince Nicholas and Prince Dmitri Romanov. The outcast Kings of Yugoslavia and Greece were others in King Farouk's debt at varying times.

Late 1947 marked the high-water mark of Farouk's activities—and what a distance he had come since that boyish *coup de foudre* ten years before ! But he was in a hurry, as we shall see still more clearly.

**THE DIVORCED QUEEN : Queen Farida, whose marriage to King Farouk is dissolved. She remains in possession of the extensive properties which the King gave to her at varying times. Her youngest daughter, the Princess Fadia, will remain with her. The two elder daughters are Princess Ferial, who was born in November 1938, and Princess Fawzia, who was born in April 1940**

King Farouk was among the first to decide that Britain need no longer be considered as a first-class Power after leaving India, Burma and Palestine, and hauling down the Union Jack at the Kasr-il-Nil Barracks in Cairo. Agitation against the Anglo-Egyptian Treaty and in favour of the Unity of the Nile Valley (another way of laying claim to the whole Anglo-Egyptian Sudan) became intense in the capital and at Alexandria. The hurry now was to get the last British troops out and away from the Suez Canal so that this French-run waterway might be integrated ahead of time with the new and greater Egyptian State.

When the Egyptian Army marched forth to war, there followed an explosion of xenophobia in Cairo. Ostensibly directed against the Jews, it fell upon foreigners indiscriminately and many were killed and wounded. Bombs, shootings and beatings-up were the order of the day and night, and the police remained "strangely passive."

The daily outrages became so serious that white women had to stay indoors lest they should be attacked and perhaps murdered, stripped and robbed ; and eventually an exodus began of Egypt's most valuable foreigners. Foreign capital and foreign business men departed to other climes. And Egypt, as magnet of monied tourism, almost ceased to be.

It may be accidental that the Egyptian Army's position in the Negev, and Egypt's failure to carry the Sudan elections, should coincide with the announcement that the Cairo terrorists and their arsenal have at last been identified—and as members of the Muslim Brotherhood. Certain it is that Egypt would now do well to cool off and examine at a trot instead of a gallop, as heretofore, matters relating to her and others.

Why, King Farouk himself will be only forty-six by the time his country comes into full and final possession of the Suez Canal, when the celebrated concession expires a little less than twenty years from to-day.

# THE "WEEBEE" MIDGET SOARS 25 FT.

## The World's Smallest Plane and its Prone Pilot

**THE MAN WITH WINGS—A HEAD-ON VIEW OF THE MIDGET WEEBEE PLANE OF EL CAJON, CALIFORNIA: William Chana, one of the three builders, demonstrating the prone position adopted in his novel aircraft, which is seen in the pictures *on the left* "revving" up before taking off and in flight with test pilot Bill Bouck at the controls. Chana and two associates, all aircraft technicians from San Diego, built the Weebee in their spare time in a garage, and they claim that it is the smallest aircraft in the world, having a span of 15 ft., a length of 13 ft., and a weight of 130 lb.**

**ONE OF THE DOZEN TAKE-OFFS AND LANDINGS ACHIEVED WITHOUT MISHAP BY THE WEEBEE DURING ITS INITIAL TESTS: The midget plane soaring 25 ft. above the airport at El Cajon, California, with test pilot Bill Bouck lying in the prone position at the controls. The 18½-horse-power naval engine gives a range of 90 miles. The pilot is held to the fuselage by means of a special harness, and he reaches the controls within the plane through two armholes**

b

LAID DOWN AS THE WAR IN EUROPE CAME TO AN END: The 17,000-ton heavy cruiser "Des Moines," nameship of her class, leaving the yards of the Bethlehem Steel Company at Quincy, Massachusetts, before beginning her trials in the open sea. The "Des Moines," rated as the world's most powerful heavy cruiser, is the first to mount a battery of fully automatic 8-in. guns. There are nine of these guns mounted in triple turrets. Cartridge cases have replaced wrapped charges, and shells have an automatic fuse setting. Much extra tonnage is absorbed by rapid-loading gear and extra magazine space, but this in part has been saved by reduction in complement compared with the complement of the heavy cruisers of the very powerful Oregon City class

New Ships
Near Completion

# THE CRUISER "DES MOINES" and the "CARONIA"

BUILDING A TANKER IN THE GOVAN SHIPYARDS OF MESSRS. HARLAND AND WOLFF: Men erecting deep tank framing at the forward end of the vessel. Harland's are at present engaged in building a series of tankers for the British Tanker Company to make good the losses of the war

LOOKING ACROSS THE SHIPYARDS AT GOVAN, WHERE NEW CONSTRUCTION SHOWS NO DIMINUTION: It is at Govan that Harland and Wolff are engaged on their big programme of tanker construction. One of the vessels, "British Mariner," was launched there in September by Princess Margaret, while last month the "British Workman" was launched. The British Tanker Company, shipping organisation of the Anglo-Iranian Oil Company, lost forty-four ships by enemy action out of a total pre-war fleet of ninety-three ocean-going tankers, and it is a remarkable fact that the tanker fleet has now been largely restored. British Tanker Company's new vessels are for the most part of 16,000 tons, 12,500 tons and 8,000 tons

THE FINAL STAGES OF FITTING OUT THE "CARONIA," THE NEW CUNARD WHITE STAR LINER WHICH WILL MAKE HER MAIDEN VOYAGE TO NEW YORK IN JANUARY: Men engaged in laying carpeting in the first-class lounge. On the left is one of the sculptures by Barney Seale adorning the lounge. The S.S. "Caronia," Britain's biggest post-war luxury liner, was launched in the autumn of last year, and since then has been in the fitting-out basin in John Brown's Yard at Clydebank. The "Caronia," partly designed as a passenger liner and partly as a cruising liner, has many unusual features. Her clipper bow, rather reminiscent of that in a large private yacht, is very similar to that of the Cunarder "Russia," which was built ninety years ago

THE LARGEST GRAVITY DAVIT BUILT FOR A PASSENGER LINER: It holds up one of the "Caronia's" 45-ft. Diesel-driven launches, which can carry sixty passengers. The launch is entirely enclosed. It is presumed that it will be used in ship-to-shore work when the liner starts her career as a cruising liner

THE FITTING-OUT OF THE S.S. "CARONIA," THE LARGEST LINER BUILT SINCE THE CLOSE OF THE WAR: An aerial view of the fitting-out basin, showing the single-funnelled Cunard White Star liner alongside the "Sussex" (built to replace a vessel of the same name sunk during the war). A striking feature of the "Caronia" is the single funnel, which is 53 ft. long and 46 ft. high. Two heavy cranes stand beside the fitting-out basin for the installation of equipment

THE CAPTURE OF DUNKIRK DOCKS : French troops in the harbour area after they had gone into action against the strikers, who had barricaded themselves in upon the moles and wharves. The strikers, evidently deciding that resistance was hopeless in the face of such military strength, gave in without a fight. Thus temporarily the threat of a nation-wide dock strike in France was averted

*A Foreign Survey*

## From FRANCE and the WORLD at LARGE

*On left*—The French Government, finding that firm action paid in the coal-fields, followed it up with an equally bold front in dealing with the threatened dock strike. Supported by armoured cars and half-track vehicles, troops were pushed into Dunkirk in force, and their swift action showed signs of breaking the strikers' moral in other ports, such as Marseilles, Bordeaux and St. Nazaire. Later the arrest of union leaders at Dunkirk caused a new flare-up.

AN EXTRAORDINARY CRASH NEAR ORLY AIRFIELD, PARIS : A fire-engine at the scene of the accident in which a Dakota aircraft of South African Mercury Airways disintegrated, when trying to land in fog, after hitting a tree, telegraph poles, two houses and a power station. Not a single life was lost among the occupants of the plane, although the pilot and wireless operator were seriously injured. The machine was inward-bound from Johannesburg

A LANDSLIDE CUTS RAIL COMMUNICATIONS BETWEEN FRANCE AND ITALY : Thousands of tons of rock lying across the lines at the entrance to a tunnel on the route to Ventimiglia. Some passengers on the midnight train from Monaco to Nice, which ran into rocks strewn across the track, suffered slight injuries, but fortunately the train was pulled up just in time through the cutting of the wires operating the signals, which turned automatically to danger. It was estimated that railway traffic would not be restored until a week after the accident, and that repairs to the mountain road would take a month

*On left* — MARCHING ORDERS FOR THE FIRST CITIZEN OF THE WORLD : Garry Davis, the American who tore up his passport and encamped on the premises of the United Nations at the Palais de Chaillot in Paris, seen as he was escorted from a recent session of the United Nations after he had tried to interrupt with an improvised speech

*On right*—The permanent headquarters of the Western Union Defence Organisation will be set up at Fontainebleau, and Lord Montgomery's visit was for the purpose of seeing the practical arrangements for accommodating his staff. The Chateau Henry IV will be the actual H.Q., and the Field-Marshal will reside in the nearby Chateau d'Avon

FIELD-MARSHAL LORD MONTGOMERY SEES HIS NEW H.Q. : The President of the Permanent Military Committee of the five Brussels Powers, walking with General Andre Navereau, the Chief of Staff to the Inspector-General of the French Army, and Major-General A.G. Salisbury-Jones (extreme left), after inspecting the Chateau Henry IV at Fontainebleau, his new headquarters

MR. FREDERICK SYLVESTER ON HIS WAY HOME FROM PALESTINE: **The former member of the Palestine Police and employee of the Jerusalem Electric Corporation seen (left) as he was interviewed at Le Bourget, Paris, while waiting to complete his journey to England.** Mr. Sylvester had just been released by the Israel Supreme Court, which quashed his conviction and sentence of seven years' imprisonment. The Supreme Court announced that the judgment of the Jerusalem District Court could not stand, for lack of evidence, and that none of the three charges—namely, espionage, possession of a wireless transmitter, and use of the wireless transmitter for illicit purposes—had been proved. On returning to England, Mr. Sylvester rejoined his Armenian wife and five-year-old daughter, who had been waiting for him at Liss, Hants. His home is in Midlothian

THE HARVEST OF THE JUNGLE: **An insurgent being led away for interrogation, a bamboo-pole laid between his arms and his back, after capture by British troops during a drive in the Johore area of Malaya. The Seaforth Highlanders, the Devonshire Regiment, the Gurkhas, the Royal Artillery and the Singapore Police have been sweeping the jungle country of West Johore, where there is known to have been a large bandit concentration. Singapore-based Spitfires provided valuable air support, and Beaufighters also assisted in the operation. In the Muar district of Johore an officer of the Seaforths Captain F. Hambrook has been killed by bandits**

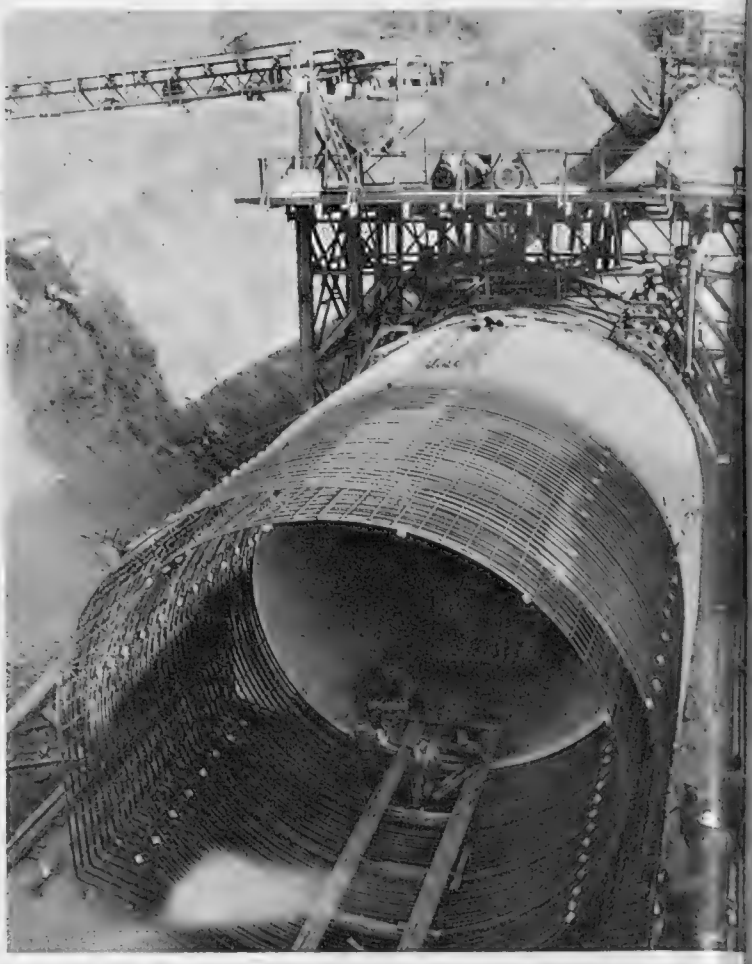
A BRITISH CITIZEN ON THE INDONESIAN AIR-LIFT: **This Catalina flying-boat, moored on the river at Djambi, in Republican South Sumatra, is piloted by Richard Ralph Cobley, a twenty-six-year-old former major in the Royal Corps of Signals.** He is one of the Indonesian Republic's two-man Foreign Legion of the air. Cobley was demobilised from the British Army in Rangoon in 1947. After some flying in Burma, he flew for an Australian airline, operating between Australia, Greece and Italy. In February 1948 he joined a group of Australians and Americans from the Philippines with their Catalina. The group flew it between Indonesia, the Philippines, Bangkok and other South-East Asia points. Later the Americans pulled out, leaving the plane behind, but it is still serviced by the Australian crew. Cobley now flies much of what little cargo still gets into and out of Indonesia by air

INDIAN TROOPS EXTRICATING A SNOW-BOUND JEEP IN THE SOMEMARG VALLEY: **An everyday incident on the Kashmir front, where the Indian Army, holding all the high passes to the west, the north and the east of Kashmir's capital, Srinigar, is still engaging the forces of Pakistan, also fighting far from their bases. In this desultory war there is no static front. If the Indian Army chose to extricate itself it would have only one recourse, to move southward through the Banikal Pass into the Punjab. For their supplies the Indian units rely largely on air drops. Pakistan claims that of late the Indians have reinforced their troops, and it would appear that they are now seeking an early military decision**

MRS. KOSENKINA LEAVES HOSPITAL: **The Russian schoolteacher, who leaped from the third storey of the Russian Consulate in New York to avoid being forced to return to Russia, seen with her nurses on the day she was discharged from the Roosevelt Hospital, New York.** Mrs. Kosenkina was still in a wheeled chair, but doctors said that her general condition was excellent. She disclosed that she had been invited by her sister, Mrs. Robertson, to live with her in England, but declared she preferred to remain in the United States. While in hospital Mrs. Kosenkina has written the story of her life, which has been syndicated

THE COLONIAL SECRETARY VISITS THE GOLD COAST: **Mr. Arthur Creech-Jones (left) with Lady Creasy, Sir Gerald Creasy, Mrs. Dinah Quist (member of Accra Town Council), Mr. Peregrino Brimah (also of Accra Town Council) and Mr. R. E. Walker, District Commissioner and President of Accra Town Council. Mr. Creech-Jones paid a visit to the colony for the third meeting of the West African Council.** The meeting of the Council, which lasted three days, provided a further opportunity for the exchange of views and information between the Secretary of State and the Governors on a number of questions of common interest to the West African territories. During his stay on the Gold Coast Mr. Creech-Jones visited the newly-established University College at Achimata

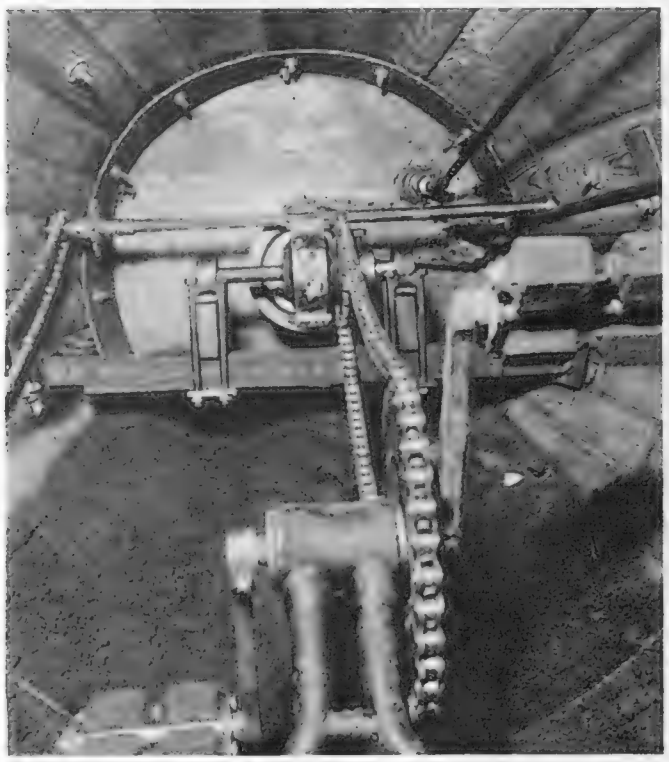
**GROUTING CEMENT INTO THE CAST-IRON TUNNEL LININGS:** Men engaged in constructing the new tunnel 30 ft. beneath the Thames at Battersea to carry power cables from the power station under the river to Chelsea Embankment. The tunnel is being driven through the blue clay by exactly the same method as is used by London Transport to make a new Tube—relays of men working in compressed air. These workmen have to be 100 per cent. fit for the job, and it sometimes takes nearly an hour for them to be "de-compressed" when they come off shift. The completed tunnel will be just over 510 yards long, and it will be 8 ft. in diameter



**TO QUENCH THE THIRST OF THE LAND—CALIFORNIA MAKES PROGRESS WITH HER CENTRAL VALLEY PROJECT:** 2,000,000 gallons of water a minute will flow through this vast pipeline connecting the San Joaquin River, south-east of San Francisco, with a new canal system intended to secure irrigation of the Central Valley of California in times of drought. Giant electric pumps are being installed along the pipeway, and at one point they will hoist the water 200 ft. This picture shows lattice-work used in reinforcement

# THE PROBLEMS OF THE ENGINEER

News Pictures From Europe and America



**SEIZED BY THE ITALIAN FRONTIER POLICE:** This midget submarine has lately been discovered on Lake Lugano. It was built by an Italian in the Villa Folce at Porto Ceresius and intended for the smuggling of goods between Italy and Switzerland. Built of wooden barrels, covered with tin, the craft was operated by pedals driving a chain connected with a small propeller. The pedals were obtained from an old cycle. The craft is able to submerge by adding ballast, and the pilot breathes through a tube in front of his cockpit

*On left* — **THE CHAIN DRIVE OF THE SMUGGLERS' SUBMARINE:** A close-up of the bicycle equipment for the propulsion of the craft on Lake Lugano

**A MODEL SHIP UPON A MODEL OCEAN:** At the U.S. Navy's electronics laboratory at San Diego, California, Mr. Valor Smith, scientist in charge, is seen testing equipment on a model Essex-type aircraft-carrier which revolves on a turntable in the centre of a wire-covered circular "ocean." At the laboratory models of the big ships, like this 18-ft. scale model, are used principally for radar and radio studies, and training of personnel is achieved in Mr. Smith's plotting-room, instead of at sea. In this way the U.S. Navy Department reckons to save large sums of taxpayers' money. Note the photographer casting his shadow in left foreground

**SUPPLYING THE BLAST FURNACES OF THE SOUTH CHICAGO WORKS OF THE CARNEGIE-ILLINOIS STEEL CORPORATION : In the foreground is one of the vessels which bring ore and limestone across Lake Michigan to unload at the storage yards. The vessels are almost 600 ft. in length, with the bridge structure placed right forward and the propelling machinery aft. The "August Ziesing," illustrated in "The Sphere" of November 20, is typical of these specialised vessels, which annually transport 8,000,000 tons of raw material to Carnegie's plants on the Michigan shore**

**THE MINIMOTOR MAKES ITS BOW IN OXFORD STREET : Carlo Gabardi-Brocchi, of Milan, watched by an interested crowd of London shoppers as he parked his bicycle equipped with an outboard engine. Gabardi-Brocchi and two companions had just ridden their cycles across the Alps from Milan to the French coast, and, with the aid of their minimotors, they covered the distance of 700 miles in less than a week.** The minimotor is a 49-cc. unit which clips on to the back of an ordinary bicycle, and it does all the work for the cyclist except for starting on steep hills. A cast-iron roller attached to one end of the crankshaft rests on the top of the back wheel. Its flanges grip the tread of the tyre and turn the wheel round. The makers claim that although this reduces the life of the tread the rider none the less gets nearly 3,000 miles for his 6s. 6d. tyre. There are only two controls. The minimotor, it is claimed, does 240 miles to the gallon. It is to be manufactured in this country

**THE FIRST FRENCH TRAIN TO RUN ON RUBBER TYRES : The bogies of one of the coaches of the new Strasbourg express which will link Paris and Strasbourg in five hours. The train has six coaches, including a restaurant car, built of light stainless steel and drawn by a steam engine. The solid-rubber tyres provide marked smoothness in running**

**CLOSE-UP OF A MINIMOTOR : The three-quarter-horse-power outboard which can be fitted to any ordinary cycle. On the extreme right is the drive release spring, and just below it, next to the carburettor, is the friction drive roller which makes contact with the tyre. Minimotors are going into production immediately at a Croydon works**

# AS WINTER DEEPENS IN BERLIN

## Facets of Life in the City To-day

In one year the Germans have increased their annual steel output from 4,000,000 tons to 7,000,000 tons, and already in the West, Germany makes vast strides towards recovery. Meanwhile, in the East the race against cold and starvation proceeds as before, and, as winter deepens, the Western Allies do everything in their power to step up the airlift. Gatow is being enlarged and the Tegel runways are now complete, so from now on, given clear weather, the airlift records should be broken with regularity.

Black marketeering shows little diminution in Berlin, and there is a brisk trade in the rival currencies, the Western marks being most eagerly sought by reason of their greater purchasing power. In the Berlin shops there is very little variety compared with that in Frankfurt and other cities of the West.

**AS AUTUMN TURNS TO WINTER IN BERLIN: The wood from the park seats, replaced last year, has already been removed by Berliners determined to ensure that they have sufficient fuel**

**THE "FREE STORES" DRAW CROWDS: A throng of shoppers waiting for the opening of a store, in the Russian sector, attracted by the news that they could obtain clothes and foodstuffs coupon free. They have found, however, that prices are high, almost in the region of those charged on the Black Market**

**DEVELOPMENTS AT GATOW, WHERE THE AIRLIFT INCREASES IN INTENSITY DAY BY DAY: *Left*—The new oil pipe-line which has been installed to facilitate the pumping of Diesel oil from fuel planes to storage tanks. *Right*—Work in progress on the second landing-strip at Gatow. This will not only step up the airlift, but relieve the pressure on the existing organisation, which has to cater for an operational movement every 1½ minutes for twenty-four hours a day**

**ON THE BLACK BOURSE: At this open-air money exchange Berliners come to change their Eastern marks into Western marks, as the latter are more readily used in the purchase of food and other essentials. The Berlin worker, when drawing his pay, gets 75 per cent. Eastern currency and 25 per cent. Western currency. For three Eastern marks he normally gets one Western mark, but on these open-air exchanges higher rates obtain**

**THE RUNWAYS AT TEGEL ARE COMPLETE, BUT CONSTRUCTION WORK STILL GOES ON: Administrative buildings in course of erection on the airfield which the Americans have built with German labour on a disused shooting range in the French sector of Berlin. Although Tegel was not scheduled to receive its first aircraft until December 15, the first plane did, in fact, touch down on November 5. Tegel will be of enormous help in stepping up the airlift, and will relieve the strain of exacting landing schedules at Gatow and Tempelhof, where pilots, in their timing, are allowed only a ten-second margin of error**

# GROWING PANIC IN SHANGHAI

## As the Communist Armies Swept Southward

Towards the end of November Chinese Nationalist forces claimed an "unprecedented victory" over the Communists, but the claim was followed by an ominous official silence, and the reported link-up between the encircled Nationalist troops, (the Seventh Army Corps) and a relief force appeared to have misfired. At any rate, with Suchow isolated by the Communists, it began to appear that the fate of Nanking would be sealed, and that it might not be long before Shanghai, too, fell into Communist hands. In Shanghai panic began to spread as food became increasingly scarce, and what there was of it rocketed in price. Into the city poured evacuees from the north, and out of it poured evacuees bound farther south, who had no faith in the Nationalist cause or in the Nationalist armies, which appeared to be crumbling wherever they were strongly menaced. The debacle north of the Yangtze showed signs of bringing a tidal wave of refugees to the British colony of Hong Kong, and ships outward bound from Shanghai to Hong Kong were crowded beyond capacity.

**STUDENTS DEMONSTRATE IN THE NANKING ROAD:** With armed police protection these evacuees from the University of Chefoo marched through the streets of Shanghai, calling upon the merchants of the city to search their consciences and release food to themselves and other starving thousands evacuated to Shanghai because of the Communist advance from the north. The demonstration was held in defiance of military orders, and was indicative of rapidly growing unrest in the city

**AS THE NEWS OF THE COMMUNIST ADVANCE FILTERED THROUGH TO SHANGHAI: Citizens being prevented from boarding a Hong Kong-bound ship by the use of a hose. The ship was already overcrowded, and the hose had to be kept in operation at the gangway until the very moment of departure. Southward-bound trains were similarly overcrowded, and people clung to the exterior of the carriages**

**CITIZENS OF SHANGHAI LINE UP FOR A MEAGRE QUOTA OF RICE: For three days prior to the arrival of an emergency shipment from Hong Kong which permitted this distribution there had been riots and looting**

**OUTSIDE A SHANGHAI RICE SHOP: A milling throng attempting to obtain supplies. The country's new currency is now practically worthless, and rice is not on general sale. Three dollars per pound has been a minimum price for rice**

**WHEN THE ATOM BOMB EXPLODED UNDER WATER IN THE LAGOON AT BIKINI ON JULY 24, 1946 : The huge cloud mass has formed, and is beginning to mushroom upwards, obscuring the "guinea-pig" fleet at anchor. The cloud height one minute after the blast was recorded as 7,800 ft. This picture, together with the others on these pages, has lately been brought to light in Washington, where its existence among the Bikini archives was unsuspected for two years**

# TWO YEARS AFTER BIKINI

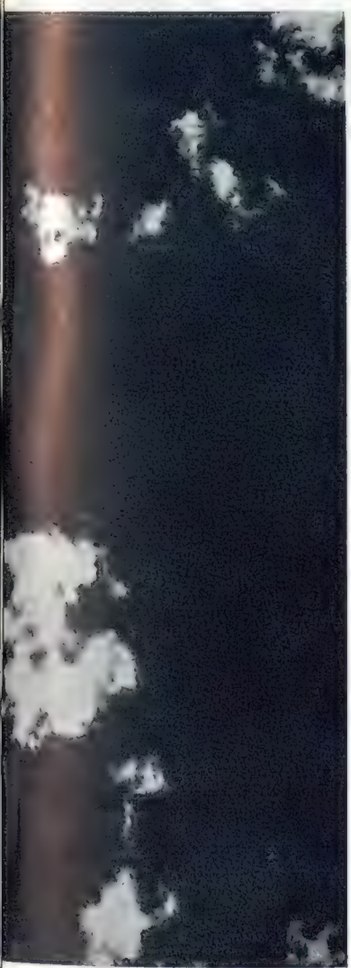
## Some Hitherto Unpublished Pictures Come to Light, and Serve as a Reminder of the Vast Power Unleashed Upon the World

Speaking before the General Assembly of the United Nations in October 1948, Mr. Vyshinsky restated the Soviet argument for the immediate banning of atomic weapons, objecting strongly to the Western Allied view that the ownership of atomic installations should be vested in an international control authority. Thus three years after the bombs on Hiroshima and Nagasaki unleashed upon the world a fury unknown before in history, the future of atomic power still hangs precariously in the balance. It is now two years since America dropped the fourth and fifth atomic bombs for experimental purposes, but so fraught with menace is the whole subject that there has been no open pronouncement upon the Bikini findings. M. Ramadier's plea before the United Nations calling for men to control this scourge ("Cannot we detach men from their own nations to devote them to this sacerdotal mission?") must find an echo in many hearts.

**THE UNDERWATER EXPLOSION : The fifth atom bomb in the world's history exploding around the target fleet in the Bikini Lagoon, which momentarily is seen with clarity. As this cloud reached its peak, billowing waves rose from the base of the atom-made, boiling waterspout**

**MADE FROM AN AIRCRAFT DIRECTLY OVER THE BIKINI LAGOON AT THE MOMENT OF DETONATI shows the extreme outer circle of the shock wave as it began to spread out. Breaki vapour cloud is the column of water, forming a sort of crown for the whole explosive s this phenomenon appeared above the gaseous cloud for only a moment, presenting**

9 A.M. JULY 1, 1946, WHEN THE WORLD'S FOURTH ATOMIC BOMB WAS DISCHARGED ABOVE THE TARGET FLEET IN BIKINI LAGOON: This hitherto unpublished aerial view shows the pillar of smoke mushrooming upwards through a ring of vapour cloud. The smoke and gases from the rising column are turning dark in the shadow of the sun. In the background is Bikini Atoll, with its sandy beaches and palm-fringed shore, from which the inhabitants had been evacuated



ATION: This spectacular bird's-eye view king through the top of the mile-high structure. Eye-witnesses declared that ng a spectacle of awe-inspiring beauty

THE WATER BEGINS TO CASCADE BACK INTO THE LAGOON, RAINING RADIO-ACTIVE PARTICLES ON THE SHIPS OF THE TARGET FLEET: Some of the ships can be seen outside the area of churning spray that surged up round the base of the column. For this underwater test the atom bomb was suspended in a caisson below a landing ship anchored in the lagoon. It was found that this test, more than the earlier test, left the "guinea-pig" fleet in a highly radio-active state

*They Came to See Themselves*

# AT THE ROYAL SOCIETY OF PORTRAIT PAINTERS EXHIBITION

Private View Day at the R.I. Galleries was quite an occasion, for there were artists in abundance to see how their work was being received and sitters in plenty to see how they looked upon the walls. Lord Queenborough, whom Frank Salisbury has painted at the commission of the Royal Society of St. George, was among the subjects who came to inspect their portraits, while the Duke of Edinburgh, who toured the galleries with Oswald Birley, the Vice-President, admired Mr. Birley's full-length portrait of the Queen and James Gunn's portrait of Princess Elizabeth. Birley, Dugdale, Elwes and Gunn dominate the exhibition, as, indeed, they have done for some years past, and perhaps there was a lack of originality. Fashions in portraiture change but slowly

**PRIVATE VIEW DAY AT THE ROYAL INSTITUTE GALLERIES : Visitors touring the rooms at the Fifty-fifth Annual Exhibition of the Royal Society of Portrait Painters, which this year brought a distinguished gathering to the R.I. Galleries in Piccadilly, many sitters coming to see the portraits of themselves, including the quartette depicted below**

**DOMINATING THE MAIN GALLERY IS OSWALD BIRLEY'S PORTRAIT OF THE QUEEN : The portrait is lent from the Cunard White Star liner "Queen Elizabeth." Mr. Birley is the Vice-President of the Society**

**CARMEN MANLEY : The West Indian actress beside her portrait by Colin Colahan. Miss Manley favours very heavy hand-wrought silver ear-rings**

**MRS. HAMZAVI : Posing beside her portrait by Joseph Oppenheimer. Mr. Oppenheimer has contributed seven portraits to this year's exhibition at the R.I. Galleries**

**MR. FRANK SALISBURY STANDS BESIDE HIS PORTRAIT OF MR. CHURCHILL : In the portrait power and bulldog tenacity are combined, and it must be regarded as one of Mr. Salisbury's most successful portrayals. He also contributes a portrait of the Duke of Gloucester**

**LADY ANTHONY MEYER AND MRS. WILLIAM MATHIESON : Two more visitors on private view day who posed beside portraits of themselves. I. M. Cohen did the portrait of Lady Meyer (left), and Mrs. Mathieson's portrait is by Henry Carr**

**MAKING THE FIRST NURSERY FURNITURE FOR PRINCESS ELIZABETH'S BABY : Young craftsmen at work in the Addington workshops.** Her Royal Highness is to accept as a gift the first dress to be worn by her baby and the first nursery furniture and table linen for his use. All are being made by pupils of the Russell Schools for Boys (at Addington) and Girls (at Purley), which are maintained and run by the Textile Trade of Great Britain

**FOR THE TWENTIETH-CENTURY ROOM :** The bookcase is made up of adjustable independent units to take books of varying sizes. A powerful lamp, adjustable to any angle, provides the reader with adequate light. These ideas are incorporated in the twentieth-century room created for Mr. Gavin Astor and Lady Irene Astor by the Central Design Group (see note below on right)

**THE WRITING DESK OF THE TWENTIETH-CENTURY ROOM : This also is built up of separate units. Writing paper and envelopes are in the compartment above the desk. Below the desk is a unit with four drawers**

## WHERE THE CRAFTSMAN FLOURISHES

### The Saddler and the Cabinet Maker

**LEARNING THE SADDLER'S ART : A scene at the Training Centre of the Rural Industries Bureau, Wimbledon Common, where there is a course of instruction to assist young men to be saddlers**

The Federation of Master Saddlers and Leather Goods Retailers has estimated that their trade needs 200 men. Despite mechanisation, there are still nearly 1,000,000 horses in this country—pulling carts on farms and drays and milk floats in towns; working in mines as pit ponies and ridden for racing, hunting and hacking. To alleviate the shortage of harness, would-be saddlers are now attending courses at Wimbledon. When they have finished their six months' training at the school, the men are placed with approved master saddlers for twelve months. Here they gain experience at the bench and work in the local style. As far as possible men are placed in districts of their own choosing, but offering the chance of a livelihood.

**A TRAINEE WITH HIS FINISHED HARNESS AT THE WIMBLEDON SADDLERY SCHOOL : The work of the beginners is sold to master saddlers**

**BEDROOM CORNER : The divan of the twentieth-century room planned by the Central Design Group has drawers beneath it for the storage of bedding during the daytime**

**PLAN FOR A BED-SITTING-ROOM :** The public is seldom offered much choice in furnishing styles. The eternal bedroom suite of Japanese oak or veneered walnut and the matching dining-room suite alter but little with the years, and all attention seems to centre on the stereotyped home for the young married couple. Only occasionally does the industry bestir itself, and then, often enough, the prod comes from without. In the past the London County Council School of Arts and Crafts has set the pattern for designer and craftsmen, and it is good to know that it is still giving a lead. The twentieth-century bed-sitting-room created by the Central Design Group at the behest of Mr. Gavin Astor and his wife, Lady Irene Astor, is certainly full of good ideas, and what is more, they are not expensive ideas. The divan-bed, with accommodation for bedclothes in drawers below, has obvious merits, while the simple adjustable unit bookcase, an adaptation on a simple scale of an old idea, commends itself no less. The members of the Central Design Group are William Johnstone, Principal of the London County Council School of Arts and Crafts, D. F. Lebensold, and Nigel Walters. They surely deserve the thanks of London's considerable army of bed-sitting-room dwellers

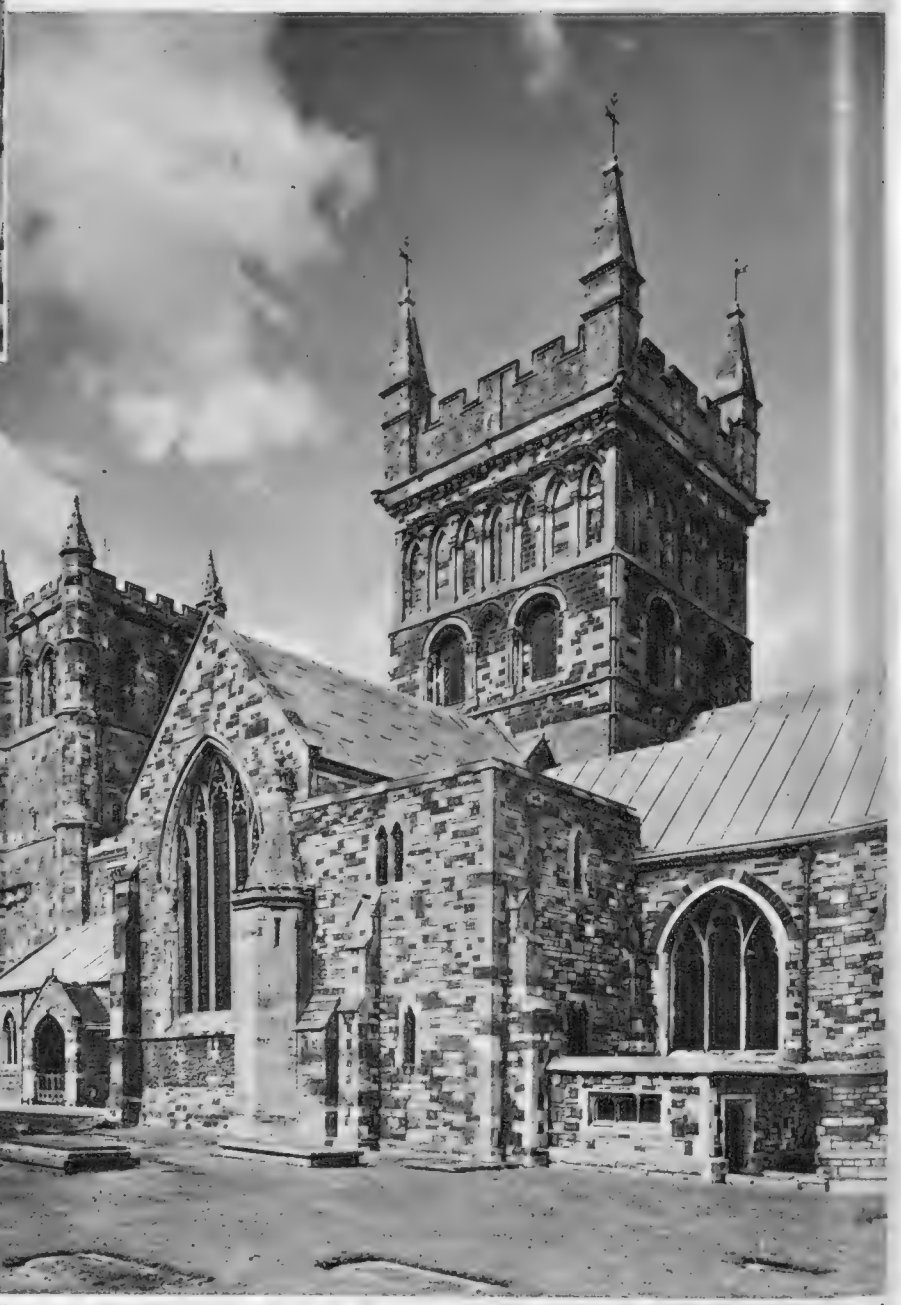
**TO BE A CENTRE OF WORLD CULTURE: Cumberland Lodge, Windsor Park, which the King has handed over to a new organisation called St. Catherine's, for the use of international students.** Cumberland Lodge is among the largest of their Majesties' residences. Normally it is used by minor Royalty and members of the Court. Chairman-designate of St. Catherine's is Sir Walter Moberly, who retires from the chair of the University Grants Committee next year. Honorary Warden is Miss Amy Buller. The Queen became interested in Miss Buller's work after reading her book *Darkness Over Germany*. Subsequently she invited Miss Buller to Buckingham Palace. Cumberland Lodge is still in the hands of decorators. When St. Catherine's assumes full control next year, British and foreign students will be invited there, forty or fifty at a time, to discuss specific world problems

**FROM ANCESTRAL MANSION TO NUNNERY: Quiddenham Hall, Norfolk, built with part of the prize money won by George Keppel, third Earl of Albemarle, the first of the Fighting Keppels, in the Cuba expedition nearly 200 years ago, has been sold by the Earl of Albemarle, head of the Keppel family, and is to become the home of an Order of Carmelite nuns.** The nuns will find many reminders of the fighting prowess of former Keppels. Bedrooms carry the names of battles in which the Keppels distinguished themselves and battle scenes are painted on many walls: The builder of Quiddenham, George Keppel, was sent in 1762 with a force of 10,000 troops on board Admiral Pocock's fleet to attack Havana, and the conquest was achieved in the face of tremendous odds

## NEW USES FOR OLD HOUSES

The Wimborne Appeal: The Charm of Beak Street: The Millais Home

**THE CELEBRATED CHAINED LIBRARY OF WIMBORNE MINSTER: One of the wonders of the collegiate church, which has been made the subject of a special appeal owing to the serious danger to the fabric through damp and cold as a result of the failure of the heating system, which dates from 1857. The cost of the new installation is £2,000, which is quite beyond the limited means of the parish**



**ILLUSTRATING ALL THE STYLES FROM NORMAN TO PERPENDICULAR: An interior view and an exterior view of Wimborne Minster, on behalf of which an appeal has lately been launched. The collegiate church of St. Cuthberga was founded in 1043. Cruciform in plan it has a Norman tower, and a fifteenth-century Perpendicular tower at the west end. During the past few winters the intense cold and damp in the minster have prevented many elderly people from attending the services**

A STREET OF LITERARY AND ARTISTIC ASSOCIATIONS—BEAK STREET (FORMERLY SILVER STREET), SOHO: A NEW DRAWING BY W. P. ROBINS, A.R.W.S., R.E.: The tallest of the seventeenth-century houses was the home of the great Venetian painter Canaletto, the 180th anniversary of whose death was this year. Canaletto lived there in 1752, and it was there that he exhibited his paintings of Chelsea College, Ranelagh House and the Thames. In the same street exactly 100 years later lived Joseph Crowe and G. B. Cavalcaselle while collecting the material for their great work on Flemish art, and they supported themselves meanwhile by writing pot-boilers. It was on the corner of the street that Dickens placed the Crown Inn, where Newman Noggs (of "Nicholas Nickleby") "was favourably known and was wont to spend his evenings." Several of the houses in Beak Street have been occupied by a firm of antique dealers for over 100 years, and the iron grilles over the shop windows are remarkably fine. The building on the extreme right is a public-house with the unusual name of Ye Olde Coffee House. It contains a very large audition room which has often been used for theatrical rehearsal

TO BE RESTORED AND PRESERVED: Lamb House, Rye, formerly the home of E. F. Benson and of Henry James, is to be taken over by the National Trust. It was badly damaged during the war, and the picture shows it as it now appears. Part of the house, including the garden room used as a study, has been destroyed. Both E. F. Benson and Henry James were notably prolific novelists. It was in 1893 that Benson made a sudden reputation with his novel "Dodo," which created something of a fictional sensation

THE FORMER HOME OF SIR JOHN MILLAIS TO BE SOLD: No. 2, Palace Gate, one of Kensington's most imposing mansions, is now in the market. Sir John lived there from 1879 until his death in 1896, and it was there that he painted his celebrated work "Bubbles." The mansion was empty for four years after Sir John's death, and it was then taken over by the Argentine Legation. Later a Miss Dominguez, whose brother was once the Argentine Minister in London, lived there for awhile. A blue plaque on the wall, just to the left of the porch, records the years of Millais' residence. It was in 1896, the year that he died, that the artist became President of the Royal Academy

# HOME NEWS IN PICTURES

**MALDON'S ANCIENT SALT INDUSTRY: The salt is being raked out of a pan in the Maldon Crystal Salt Company's old building beside the river. The Company employs only three men. The average evaporation per pan is 7 to 9 cwt. of pure salt per day, according to the state of the sea-water.** The Blackwater Estuary cuts deep and wide into Essex, and at low tide leaves great stretches of mud uncovered. Because of these areas, or saltings, the water at Maldon, 10 miles inland, contains a greater concentration of salt than is found at Clacton, near the mouth of the estuary. Since Roman times, salt water has been evaporated at Maldon, and the same process is in use to-day. It is believed the town can claim the oldest salt industry in Britain. The sea-water is drawn in at high tide, filtered, and boiled in a pan, where it simmers for twelve hours. Every morning, when the previous day's boiling is cooled, the salt is raked out from the pans pure white and without sediment. The Maldon salt is almost chemically pure and the analysis yields 99·6 per cent. chloride of sodium (pure salt). It is used for culinary and medical purposes

**THE NEW BRITISH TREASURY REPRESENTATIVE IN WASHINGTON: Sir Sydney Caine, who will succeed Sir Gordon Munro on January 1, 1949.** Sir Sydney Caine is forty-six years old and entered the Government service after being educated at Harrow and the London School of Economics. After graduating from the Inland Revenue he went to the Colonial Office, and in 1937 was sent to Hong Kong as Financial Secretary. There he accomplished the difficult two-year task of reorganising the currency of the Crown Colony. During the recent war he worked on the Lease-Lend programme and was one of the first British members of the Anglo-American Caribbean Commission, which took him several times to the United States He was knighted in 1947

**"DEV" ADDRESSES A MASS MEETING OF THE ANTI-PARTITION OF IRELAND GROUP IN MANCHESTER: 5,000 attended the meeting, which was held at King's Hall, Belle Vue.** Mr. Eamon de Valera, speaking in Manchester to an audience of anti-partitionists, said: "We cannot have Anglo-Irish fellowship without the unity of Ireland; the desire for good relations between the two countries can never be satisfied while a proportion of the population in what is called Ulster is being coerced"

**AUSTRALIA'S OPPOSITION LEADER RECEIVES THE FREEDOM OF EDINBURGH: The Rt. Hon. R. G. Menzies receiving the casket from the hands of the Lord Provost, Andrew H. Murray. Mr. Menzies was Prime Minister of Australia from 1939 to 1941. At a civic luncheon given in his honour after he had received the freedom, Mr. Menzies expressed his regret at the growing tendency to drop the word "British" when referring to the Commonwealth**

**THE CHAIRMAN OF I.C.I. PLANTS THE FIRST OF SEVENTY-FIVE COPPER BEECH TREES TO COMMEMORATE THE SEVENTY-FIFTH ANNIVERSARY OF THE WINNINGTON WORKS, FOUNDED BY LUDWIG MOND AND JOHN BRUNNER IN 1873: On Lord McGowan's left is Mr. W. M. Inman, Chairman of the Alkali Division of I.C.I.** Part of the great Winnington works can be seen in the background. It was there that Ludwig Mond and John Brunner established the Solvay process for the production of soda ash. Lord McGowan announced the great expansion programme to be undertaken by Imperial Chemical Industries, which will cost £80,000,000. £13,000,000 will be spent on the alkali division during the next five years; 3,000 extra men would be employed for whom between 2,000 and 3,000 houses are to be built locally

**LORD McGOWAN AND MR. ERNEST SOLVAY AT THE 75th ANNIVERSARY OF THE WINNINGTON WORKS: Mr. E. J. Solvay was the principal guest. He is the head of Solvay et Cie, the largest alkali producers on the Continent**

**THE LATEST STYLE IN TELEGRAPH POLES: Preparing to erect one of the new standards at Watford. They are made of steel plate and are put up in sections. Shortage of wood for the present type of pole is the reason for the change of fashion. Instead of the usual cross-piece there is a circular fitment at the summit of each pole**

**RED HACKLE, BY COURTESY OF EARL WAVELL: Captain K. L. Prendergast, R.A.M.C., becomes the only woman in the British Army to wear the famous red hackle of the Black Watch.** Captain Prendergast, of Melbourne, Australia, joined the R.A.M.C. in 1944 and became M.O. to a battalion of the Black Watch in Germany in 1945. The Black Watch agreed to her wearing the red hackle, but the R.A.M.C. refused. Finally, she referred the dispute to Field Marshal Earl Wavell, Colonel of the Regiment, on one of his visits to Germany and he granted the permission

**THE AIR-LIFT LANCASTER WHICH CRASHED IN CONHOLT PARK, CHUTE, KILLING SEVEN OF ITS EIGHT OCCUPANTS: The survivor was thrown through the escape hatch with his clothes ablaze.** The accident occurred on the Hants-Wilts border, during a fog, and the plane tore down trees over a quarter of a mile before crashing and bursting into flames The Lancaster, which belonged to Flight Refuelling Ltd., had been chartered by B.E.A.

**"OH, THE FARMER AND THE PLANNER SHOULD BE FRIENDS": A deputation of eleven farmers and farm workers arriving at the Ministry of Town and Country Planning in London, where they came to state their case against the proposed building of a £25,000,000 satellite town at Bracknell on land which includes twenty-five farms. It has been suggested that the land is mediocre, and not really fit for crop-raising. The farmers' deputation sought to show the Ministry that this was not the case. The celebrated Stevenage protest was in part based on the same criticisms**

**YAKS' TAILS FOR FARMING MACHINERY—THE TIBETAN TRADE MISSION ARRIVES: Mr. L. Y. Pangdatshang, Mr. Depon Surkhang, Mr. Tsepon Shakabpa (their leader) and Mr. Khenchung Chang Kyim in their London hotel, last week. The mission has been negotiating the sale of yaks' tails, musk, furs and carpets in exchange for textiles and farming machinery. The yaks' tails can be used for wigs and coat linings. They brought a message of goodwill from the Tibetan Government to the King and to Mr. Attlee. English weather, they declared, is similar to Tibetan**

**A FAREWELL PARTY TO "MIDGE" RICHARDSON: He is retiring from the saddle, after over thirty years riding, to become a trainer at Ramsbury, in Wiltshire. Albert William Richardson was given a great start to his career as a trainer when fellow-jockeys entertained him at the Dorchester Hotel. Richardson has ridden for King George V, the late Earl Harewood, the Duke of Windsor and the King of Egypt. He is seen here, third from left, being toasted. Gordon Richards, champion jockey again for his twenty-first time, is third from the right in this picture**

**A CENTRE OF INTENSIVE RESEARCH HIDDEN AMONG THE MOUNTAINS OF SOUTH AUSTRALIA: The research station at East Painter, in the rugged Flinders Range, where an attempt is being made to assess the amount of uranium in the area. Scientists of the South Australian Government have found favourable deposits of torbenite, a radio-active ore from which uranium is obtained. Five tunnels have been burrowed into the hills in the background of this picture**

# THE TORBENITE HUNTERS OF SOUTH AUSTRALIA

## The Search for Uranium Deposits in the Flinders Range

Some 400 miles north of Adelaide on the Central Australian Railway is the town of Copley, lying between Lake Torrens and the Flinders Range. Away in the mountainous hinterland to the east, in the region of Mount Painter, scientists of the South Australian Government are engaged in the most intensive research, hoping to find sufficient deposits of torbenite to bring the Commonwealth all the supplies of uranium that she needs. In the small camp at East Painter, in the midst of the rugged Flinders Range, a band of twenty-four men is engaged upon the task, the work on the field embracing mining operations, diamond drilling, prospecting, scientific examination by geophysical methods and geological mapping. By all accounts the work progresses favourably, but it will be some time yet before a decision on future developments is made by the South Australian Government. There is at least one important alternative, in South Africa, for it has already been made clear that the rich mines of the Far Western Rand, including the fabulous Blyvoor Mine, contain substantial uranium deposits

**SEARCHING FOR RADIO-ACTIVE MINERALS WITH A GEIGER COUNTER: Mr. Betheras, Assistant State Mining Engineer, and Mr. F. Hill, his foreman, prospecting in the region of Mount Painter. The instrument indicates the presence of Gamma rays associated with torbenite**

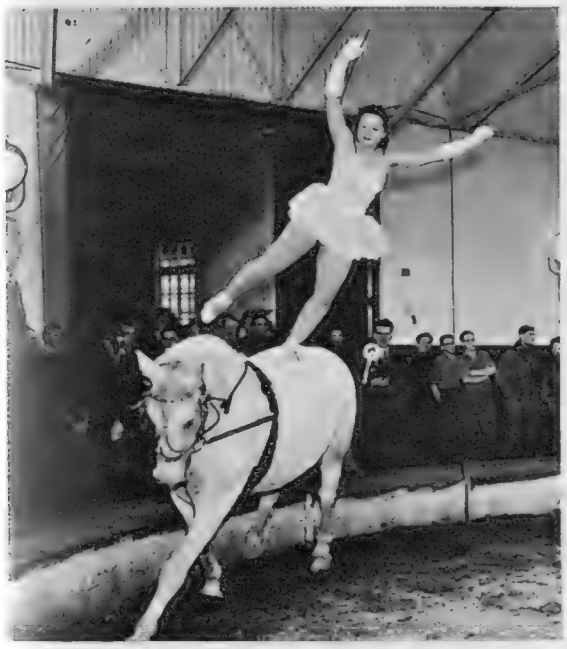
**THE FLINDERS RANGE, IN SOUTH AUSTRALIA, WHERE RADIO-ACTIVE TORBENITE WAS FIRST DISCOVERED AS LONG AGO AS 1910, AND WHERE FURTHER DISCOVERIES ARE NOW BEING MADE: Spasmodic mining of the ore for the extraction of radium was continued until 1934, and during the Second World War serious prospecting and mining was begun by the British Government. Now the South Australian Government are carrying on the research, with favourable results**

LILLIAN WITTMARK ON KENTUCKY: Her exhibition of Haute Ecole will be one of the outstanding events at the Bertram Mills Circus at Olympia this Christmas

SIX GREY HORSES AND SIX BLACK SHETLAND PONIES: Rehearsing in the sawdust ring at the winter quarters of the Bertram Mills Christmas Circus, where of recent weeks trainers have been giving their acts the final polish in readiness for their appearance at Olympia. In his article on the following page, Charles Graves describes plans for the circus

# THRILLS OF THE CHRISTMAS CIRCUS

## The Stars Train at Their Ascot Headquarters



THE EQUESTRIENNE BALLERINA: Miss Florence Stephenson rehearsing on Jeff for her spectacular performance to be given in the arena at Olympia

TOGARE COMES OUT OF RETIREMENT: Here he is putting Trubka's Bengal Tigers through their new act—jumping through two hoops connected to form a canvas chute. Togare was a renowned name in the circus world in the years between the wars

JENNY HAS A "WICKET" GLEAM IN HER EYE: She belongs to John Gindl's troupe of Cricketing Elephants, an act which has not been seen in an English circus for twenty years and now figures in the Bertram Mills programme. Jenny has outsize batting pads, and the Harrow colours adorn her head

# HEALTHY RIVALRY IN THE CIRCUS

## Planning the Christmas Shows at Olympia and Harringay

By CHARLES GRAVES

ONCE again there will be a healthy rivalry in the circus world of London at Christmas, when the Bertram Mills annual event occurs at Olympia for the twenty-second time and Tom Arnold's at Harringay for the second. In each case the promoters have to recover well over £100,000 before they show a penny of profit.

The Olympia Circus has 7,200 seats and gives ninety performances. The Harringay Circus has over 9,000 seats and gives seventy-one performances. There are several points of similarity. The first is that both circuses are presenting a man who can balance his whole body on his forefinger. Each circus has a pigeon act in which a beautiful girl fires a revolver, whereupon dozens of pigeons flutter down from the roof and then balance themselves decoratively on shotguns, coloured balls, and other objects with which their trainer juggles simultaneously. In fact, they are literally sister-in-law acts, the two girls having married two brothers.

Another strong point in common between the two circuses is that both Tom Arnold and the Mills Brothers think it is high time that British circuses were allowed the same latitude as ballet and opera. The ban imposed on German singers and ballet dancers has long ago been abandoned at Covent Garden and similar establishments; but the ban on the German circus acts is still maintained, as I write. It seems all the more incongruous now that British money is being poured down the drain and, more important still, British lives are being risked every day of the week, for the Berlin air-lift. A further

**HE CAN BALANCE UPSIDE DOWN ON ONE FINGER ON A BILLIARD CUE: Jolly (Johann Piohter)—the man with the strongest finger in the world—comes from Austria. Jolly is to appear in the Bertram Mills Circus at Olympia. There is a similar act in the Harringay Circus presented by Tom Arnold**

reason for regarding the ban as an anachronism is the effort now being made to increase Germany's exports of steel and other commodities which can put her on her feet again and make her less of a liability.

It so happens that one of the most daring acts in Germany, that of Camille Mayer, will be seen at Harringay, although Camille Mayer, who does the most death-defying things at 70 ft. above the ground, is a German—or, rather, was until France regained the Saar after the war. As a Saarlander she now has a French passport.

Incidentally, there is no ban whatever on Russian circus acts in this country. But unfortunately for any which might wish to come to England, the "Iron Curtain" is still down. There are, however, three Russian clowns who have been resident in this country for a long time. In the meantime, Cyril Mills has visited Hungary and Czechoslovakia, and has acquired two acts from behind the "Iron Curtain"; one is the Great Magyar Troupe, described as the world's most Sensational Springboard Acrobats (first time in London), and the other the Two Ovasks, Czechoslovakia's Craziest Comedians (also first time in London). In the course of the year Cyril saw forty-nine circuses, including 153 acts in seventeen days.

Mr. Clem Butson, who does the booking of the acts for Tom Arnold, saw over 400 acts; visiting Holland, Belgium, France, Switzerland and Scandinavia and a small island in the Baltic. Cyril Mills went within a few miles of the Arctic Circle, as well as to almost all the places visited by Clem Butson. Oddly enough, neither went to Italy or Spain in search of foreign talent.

The reason for the thousands of miles covered in search of good circus acts is that this country has never specialised in this form of entertainment, except when it comes to horses or clowns. There is no good British-trained troupe of jugglers, polar bears, chimpanzees, flying-trapeze acts or sensational aerial acts.

Altogether there are twenty-three types of circus acts which we cannot produce, and therefore have to be imported. And even in the case of horses, the best-known horse act is the Albert Schumann act "In a Magnificent Liberty Horse Pot-pourri." On the other hand, the English family of Chipperfield specialises in wild animals, and at Harringay they will show forest-bred lions, a hippopotamus which goes through certain motions and mounts a pedestal, and ten zebras recently imported from Uganda. I had always believed zebras to be completely untameable, but the Chipperfields, who have acquired a deserted aerodrome near Basingstoke, have succeeded in producing a kind of pony act with them. The reason for the aerodrome and its hangar is that they also have ten elephants which they are showing at Harringay.

In the rival camp at Olympia there is a return of one of my favourite circus acts, the Cricketing Elephants, who have not been seen for at least twenty years. There is also Togare, who was such a famous name between the wars with his tiger act. This time he is presenting Trubka's Bengal Tigers, which can be regarded as a fair match to the eleven polar bears and three black bears presented by Vaclav Benes at Harringay. Polar bears are generally regarded as the most savage brutes in the world, even more so than tigers. It is odd, however, that this act comes from the Knie Circus of Switzerland, which has also sent over a chimpanzee act to Olympia. The Knie Circus is the best known on the Continent and attracts all the best acts because of the hardness of the Swiss currency. One can well believe that many of the performers leave a high proportion of their earnings in Switzerland as a safeguard against any further inflation of their own country's currency.

This winter, quite apart from Harringay and Olympia, there will be two circuses in Manchester and a different one in Birmingham, Glasgow, Blackpool, Edinburgh, Belfast, in addition to four stage circuses touring the theatres and music-halls. So the appearance of the Tom Arnold Circus for the second time does not affect the prices of the acts very much, if at all. In any event, there is room for both. The Olympia Circus has queues of people wanting to buy tickets long after all the reserved seats have been sold out, and even then does not tap any of the North London population, which can amuse itself at Harringay.

But now for some of the fare at Olympia. Besides the acts which I have already mentioned, there is Greta Malmtorp, described as "Europe's one outstanding perch act." Apparently she perches at the top of a very tall pole balanced on her partner's shoulder. There is Leoni, a man who is shot from a cannon. He had a predecessor in this country twenty years ago. (There would have been a similar act at Harringay this year, but it was impossible to get the cannon into the arena.) There is Cavallini's Crazy Car, which was such a success last year; Bijou the Unrideable Mule (first time in London); the treble aerial sensation (first time in England); Stephenson's Dogs (a favourite of mine). Twelve chestnut "Liberty" horses and "High-School" horses. Lasse's horses and ponies from Sweden (first time in England), and the Polakovs—stilt-walking giants.

At Harringay there is Bert Holt, "The World's Only Flying Juggler" (the Rastelli of the Air), who performs sensational juggling tricks while suspended in mid-air (first appearance in England). The Five Rastellis, the Four Wallabies (Australia's fastest girl stars of the trampoline) and the Four Kinkeroos (sisters of the Wallabies and just as fast). The three Cassi, intrepid young Swedish equestrians, will present their famous jockey act for the first time in England.

The Great Alexander Troupe, who took part in the Royal Command Performance, will skyrocket themselves to dizzy heights from the springboard. Chocolate and Co., the Continent's foremost buffoons of the ring, will be presented in a Grand Clown Entrée (first time in England). They will be followed by an entirely new Pachyderm Pageant, in other words, an Elephant Ballet. Those intrepid, fearless artistes of the high trapeze, Les Geraldos,

**VACLAV BENES WITH HIS POLAR BEARS: Many believe that acts of this nature involve cruelty in training. Mr. Graves points out that bribery by food is the keynote of the training of the wilder animals**

will next perform with incomparable artistry. Entirely new to this country are the Twelve Ben Abdrahman Wazzan Arabs, a cyclone acrobatic tumbling act, including the human pyramid five-men-high, and, finally, a man who climbs a very high pole which breaks in the middle, causing him to sensationally fall to earth—doubtless to the shrieks of the grown-ups as well as the children.

Some of the acts which both Olympia and Harringay would like to stage are so popular on the Continent that they are already booked for a year ahead and cannot appear in London. It is noticeable that no acts from the United States have been booked. The chief reason for this is that most of the popular circus turns in America are European in origin and have been seen over here. Unofficially, too, I have always been led to believe that some of the wild animal acts might be thought to involve a form of training which would not be tolerated in this country.

There will always be cranks or ignoramuses who think that all animal acts must involve cruelty behind the scenes. The truth of the matter is that it is rarely possible to persuade any ferocious brutes like tigers and polar bears, for example, to do anything unless they are bribed by food, rather than whipped or otherwise maltreated.

At Harringay this year it will be possible to see all the animals in the circus at close quarters—in the menagerie attached. Apart from that, anybody with field-glasses can see that the skin, fur, eyes and other significant pointers to an animal's health are in splendid condition.

What the Harringay Circus does not have is a fun fair like the one at Olympia; but anybody who has had three or four hours' consecutive entertainment needs a great deal of vitality to stand any further amusement, even if this includes freaks, flea circuses and fortune-tellers.

**THE BACK-ROOM BOYS OF THE CHRISTMAS CIRCUS: Bernard and Cyril Mills busy with the Olympia plan in their London office. They cast their net far and wide in search of new talent for their annual show. Cyril Mills has even gone beyond the "Iron Curtain" for new acts this year**

# "THE WAY OF THE WORLD".

## William Congreve's Last Comedy Revived at the New Theatre

IN A CHOCOLATE HOUSE IN LONDON, 1700: The opening scene of the Old Vic Theatre Company's new production of William Congreve's "The Way of the World," at the New Theatre. Harry Andrews, as Mirabell, is on the left, with Robert Eddison, centre, as Witwould, and Peter Copley, right, as Fainall. On January 19 of next year, a new season begins with Sir Laurence and Lady Olivier

**"AS I'M A PERSON, I'M ASHAMED OF YOU. FAUGH! HOW YOU STINK OF WINE!" Dame Edith Evans, as Lady Wishfort, forthrightly criticises her nephew from the country, Sir Wilful Witwould, played by Nigel Green.** Congreve's last play, *The Way of the World*, was first produced at Lincoln's Inn Fields, in 1700. It was not well received at first and gave no indication that it was to become one of his best-remembered plays. Congreve was greatly admired in his day, Dryden declaring him to be the equal of Shakespeare. *The Way of the World* was last produced in London in 1924. Faith Brook faced a formidable task in stepping into the shoes of Dame Edith Evans, who had played Mrs. Millamant at the Lyric, Hammersmith, and the more so since, in the present production, she faces Dame Edith, who now takes the part of Lady Wishfort. It is she who dominates the play and makes of Lady Wishfort the principal character

ROBERT EDDISON AS WITWOULD: The foppish "follower of Mrs. Millamant" is, also, half-brother to the uncouth Sir Wilful Witwould

MIRABELL AND MILLAMANT: Faith Brook plays the widow. "Odious endeavours!" she replies to Mirabell's "Item. When you shall be breeding, which may be presumed with a blessing on our endeavours . . ." Berkeley Sutcliffe designed the highly effective costumes, scenery and furniture

*The World of Books*—By VERNON FANE

# THE EXPLOITS OF LADY ANNE BARNARD

## A Woman of Spirit Who Revealed a Partiality for Snook

IT often seems that England in the eighteenth century produced so many brilliant, curious and significant figures that there will never be an end to their chronicling. The newest of such biographies deals with LADY ANNE BARNARD (Allen and Unwin. 18s.), and I recommend it to you as very heartening reading, for it is the life of a woman of considerable spirit who knew and liked the Prince Regent without amorous illusions; who was the author of the ballad, "Auld Robin Gray"; who travelled extensively and courageously in South Africa and who, not least among her exploits, ate with relish a "fish called snook which I thought, when salted and dried, was one of the best fish at the Cape." Miss Madeleine Masson's biography is written with an appropriate verve and makes delightfully fresh reading.

There are three particularly interesting books of the sea this week, and of these by far the most gripping is THE BISMARCK EPISODE (Faber and Faber. 12s. 6d.), in which Captain Russell Grenfell, R.N., tells the story of the chase and the sinking of the German battleship in technical detail and in a prevailing mood of high adventure. Before writing, Captain Grenfell saw and talked to many of the surviving officers of this action and their opinions, as well as the straightforward accounts of their orders and decisions, make the most exciting of books.

From the moment the *Bismarck* was sighted by the R.A.F. lying hidden in a fjord near Bergen, to the moment when she was finally despatched on May 27, 1941, this is as thrilling a story of naval enterprise as any since Nelson's day.

BLUE TAPESTRY (Hollis and Carter. 15s.) is another sea affair, for this is a history of the W.R.N.S., and although Dame Vera Laughton Mathews modestly disclaims this description of her study of the Service she headed, it is, indeed, a very full recital of the initiation, development and achievement of that Service corps. Wrens were cooks, signal operators, air and ground mechanics, clerks, drivers, radio and torpedo mechanics, among other things. They served at ports inland all over the United Kingdom, and their first contingent to go overseas sailed for Singapore in 1941. One of the best of the many photographs shows a detachment of Wrens boarding a ship for France after D-Day, and another shows the author of this book, who is also to a great degree the author of the Service, standing beside the Queen at an anniversary march-past in 1943 and smiling with unmistakable affection at the ranks swinging past.

HAKLUYT'S SEA STORIES (Heinemann. 8s. 6d.) has nothing contemporary about it but the love of adventure which, it is clear enough by now, persists in Englishmen from Drake's day to our own. Mr. Ronald Syme has retold many of the wonderful yarns in Hakluyt's *Principal Navigations* in clear and modern language, and has done it in such a way that the essential spice is preserved. Young people especially should appreciate this edition.

EUROPE WITHOUT BAEDEKER (Secker and Warburg. 15s.) is the outcome of a journey paid in 1945 to England, Italy and Greece by an American writer, Mr. Edmund Wilson, or a journey, as he puts it, to the ruins of those countries. From the English angle, the main point about this book will be Mr. Wilson's extreme aversion to Englishmen. This, the publishers themselves stoutly proclaim, getting it in first, as one might say. ". . . his picture of the English is so unflattering that only the stoutest-hearted (and perhaps the Scots) will read his diatribes unmoved." That pronouncement puts me, with one masterly sweep, in the front ranks of the stoutest-hearted.

MOUNTAINS OF MEMORY (Hollis and Carter. 15s.) is a book of reminiscence that is sometimes pleasantly and sometimes excessively discursive. Mr. Arnold Lunn, on revisiting Switzerland after the war and in commenting on the sights that have been familiar to him for fifty years, is also moved to remember many of the happenings of those years; the dangerous climbs, the exquisite thrills of ski-ing, the conversations with visiting notables and occasionally the trivialities of travel. When this gently rambling manner is at its best it is delightful.

Sir Christopher Gibson has lived the greater part of his life in South America, where his father was a distinguished figure. In ENCHANTED TRAILS (Museum Press. 16s.), Sir Christopher may not have the literary style of a Cunninghame Grahame, but he has a true love of the country he describes, its past history and its present beauties.

Miss Pamela Hansford Johnson is now one of the best of contemporary novelists, brilliant, incisive and restrained in style and elegant in manner. A SUMMER TO DECIDE (Michael Joseph. 10s. 6d.) is her new book, and the last of a trilogy. It would be graceless and even contradictory to say that I am glad of this, but I do look forward with very deep interest to seeing her exercise her undoubted art on a subject less drab than she has chosen for her work of the last few years. When anyone writes as tautly and yet as naturally as Miss Hansford Johnson, with such sharp but controlled humour and such a profound sense of character, their work must be a delight to the intellect and a real enjoyment. It is not impossible that it should also be happier in spirit.

Ever since history began there have been tellers of stories who had that gift of narration, much rarer than is sometimes thought, and who could count their audiences from scores to thousands. In our own days there is Mr. Nevil Shute, who is one of the few in this true succession, and his new novel, NO HIGHWAY (Heinemann. 10s. 6d.), proves his place in the category. This is the story of a man who is a research engineer in a great civil aircraft company, the discovery he makes that affects the aircraft then in use, and the upheaval that his discovery produces in his own life. As might be expected, the story has a great deal of incident and of real, honest-to-goodness excitement, and yet flows as smoothly as cream.

Mr. Jack Jones has a bounding vitality about his writing that sometimes comes dangerously near to exhausting the reader who is not in strict training. SOME TRUST IN CHARIOTS (Hamish Hamilton. 12s. 6d.) is the story of a very small village in the Welsh hills, which for all its tininess contains as much liveliness and potential fire as a large manufacturing city. The principal family is the prolific one of Tewdwr, or what I suppose we effete Easterners would call Tudor, and it is with their doings that the novel is mainly concerned, in a period from 1882 to 1945. A boisterous and warm story, which has a certain affinity with the wild West wind.

The inimitable, and happily indefatigable George A. Birmingham has written a new story of adventure which is in some sort a sequel to his *Spanish Gold*, and which is as satisfactorily filled with his breezy good humour and brisk action as ever. A SEA BATTLE (Methuen. 9s. 6d.) takes place near an island off the Connaught coast, and I would recommend it as much for the young as for the young at heart.

TAKEN AT THE FLOOD (Crime Club. 8s. 6d.) is a new mystery story by Mrs. Agatha Christie, and shows M. Poirot at his most imperturbable, his most irritating and his most effective. As always with this author, there is not a single loose end to her plot, and not a single irresponsible red herring.

The new Peter Cheyney is called DARK WANTON (Collins. 8s. 6d.). The familiar ingredients are all here: the brutal, irresistible men, the well-dressed and almost irresistible women and the privately enterprising skullduggery.

This appears to be Cheyney week in the book world, for here also is NO ORDINARY CHEYNEY (Faber and Faber. 9s. 6d.), which is a collection of the master's stories, verses and even suggestions to critics. The effect is a little like odds and ends, but diverting, nevertheless, and from time to time rewarding in the manner of Jack Horner and his p

**THE HOME OF ALICE: At Cuffnell's, in the New Forest, lived Alice Pleasance Liddell, daughter of the Rev. H. G. Liddell, Dean of Christ Church, Oxford, and the original of "Alice in Wonderland," written for her—and the world's children—by Lewis Carroll in "memory of a summer afternoon." The original MS. of "Alice in Wonderland" has just been returned to this country as the gift of a committee of Americans**

## Recommended for General Reading

*Byron for To-day*, by Roy Fuller (The Porcupine Press. 5s.)—the highly personal selection of a critical admirer; *Selections from the Droll Stories of Honoré de Balzac*, arranged and translated by Andre de Lignolles (Bourbon Press. 21s.)—most of the stories are more than droll, and the Dutch artist, Cees Woltman, gives them an added flavour; *Countess Kate*, by Charlotte M. Yonge (Faber and Faber. 10s. 6d.)—a new edition of a novel deserving of wider fame. The drawings are by Gwen Raverat; *Liber Amoris and Dramatic Criticisms*, by William Hazlitt (Peter Necvill Limited. 15s.)—the essayist's story of his passionate love of Sarah Walker, the lodging-house keeper; *This Side of Paradise*, by F. Scott Fitzgerald (Grey Walls Press. 8s. 6d.)—a reprint of the first novel of an important American writer; *Mansfield Park*, by Jane Austen (Williams and Norgate. 8s. 6d.)—this is the sixth volume in the series forming a new uniform edition; *Sir Harry Hotspur*, by Anthony Trollope (Williams and Norgate. 7s. 6d.). Very well produced reprint of one of Trollope's best shorter novels. *The Summer Game*, *Days in the Sun* and *Good Days* (each published by Rupert Hart Davis at 6s.)—are in the new uniform series of the cricket books of Neville Cardus. Three new additions to the Faber Gallery (uniform at 7s. 6d.) are *Chagal*, *Van Gogh*, *Matisse* and *Watteau*. As usual the reproductions are first-rate and the introductory notes brief but helpful.

## Very Worth-while Volumes

*Scottish Crafts*, by Ian Finlay (George G. Harrap 17s. 6d.)—a valuable contribution on Scottish arts and crafts; *Selected Poems*, by Sacheverell Sitwell (Gerald Duckworth. 8s. 6d.)—first published in 1936; *Puppets in Wales*, by Walter Wilkinson (Geoffrey Bles. 8s. 6d.)—another of the famous puppet books; *The English Comic Album*, compiled by Leonard Russell and Nicolas Bentley (Michael Joseph. 15s.)—richly and completely illustrated; *The Silent Traveller in Edinburgh*, by Chiang Yee (Methuen. 21s.)—beautifully illustrated and produced; *Observer Profiles* (Introduced by Ivor Brown) (Allan Wingate. 10s. 6d.)—sprightly written, reprinted from the weekly *Observer*; *Comments* 1944-1948, by Harold Nicolson (Constable. 8s. 6d.)—third selection of *Spectator* reprints; *Herefordshire* (The County Books), by H. L. V. Fletcher (Robert Hale. 15s.)—with scores of delightful pictures; *Nubian Treasure*, by Walter B. Emery (Methuen. 30s.)—an account of the discoveries at Ballana and Quotal; *Textiles by Britain*, by Grace Lovat Fraser (George Allen and Unwin. 25s.)—authoritative survey of the British Textile Industry; *Butterfly Haunts*, by L. Hugh Newman, F.R.E.S., F.R.H.S. (Chapman and Hall. 21s.)—beauty of illustration and soundness of text; *Wedgwood Ware*, by W. B. Honey (Faber and Faber. 21s.)—a selection of masterpieces by a world-famous authority; *A Wanderer in Inca Land*, by Christopher Sandeman (Phœnix House. 45s.)—the most important of recent books on Peru; *A History of Cast Iron in Architecture*, by John Gloag and Derek Bridgwater (George Allen and Unwin. 63s.)—virtually the history of the rise and expansion of the British industrial revolution.

## MAINLY ANTHOLOGICAL

THE CHARLES DICKENS BIRTHDAY BOOK, compiled by Enid Dickens Hawksley (Faber and Faber. 16s.). Mrs. Hawksley, a granddaughter of Dickens, has prepared this charming book. It has an entry for each day and a quotation for each day. It is superbly bound and presented.

SATURDAY SLOW (Faber and Faber. 12s. 6d.) The fourth collection of Emmett's drawings from *Punch*. As ever with Emmett, he is deeply absorbed in the problems of locomotion.

MUSIC LOVERS ANTHOLOGY, compiled by Arthur Jacobs (Winchester Publications. 12s. 6d.). An enchanting and wide-ranging collection of writings upon musical subjects. Sir Malcolm Sargent provides a foreword.

WANDERLUST, compiled by Roy Lacey (Winchester Publications. 10s. 6d.). A choice of prose and verse for the armchair traveller.

## Christmas Books for the Children

*Mrs. Fluster's Circus*, written and illustrated by Angela Ogden (Herbert Joseph. 7s. 6d.); *The Secret Window*, by Phyllis Cunnington, illustrated by Roland Pym (William Heinemann. 7s. 6d.); *Adventures at Friendly Farm*, by Ruth W. How, illustrations by Joan Kiddell-Monroe (Hollis and Carter. 6s.); *Uncle Mac's Own Story Book*, by Derek McCulloch (Uncle Mac of the B.B.C.) (Sampson Low. 7s. 6d.); *Tales After Tea*, by Enid Blyton (T. Werner Laurie. 6s.); *The Sleepy Little Lion*, words by Margaret Wise Brown, photographs by Ylla (The Harvill Press. 5s.); *Captain Nigel's Galaxy of Ships—Breezes from the Wave*, by Hugh Nigel Pearce (Century Press. 12s. 6d.); *Babar and that Rascal Arthur*, by Laurent de Brunhoff (Methuen. 12s. 6d.); *Birdland Calling*, photographed and described by Reginald Gaze (Faber and Faber. 7s. 6d.).

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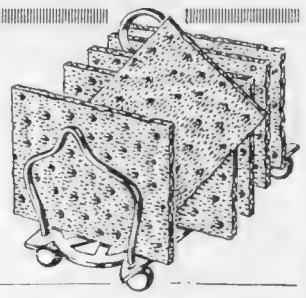

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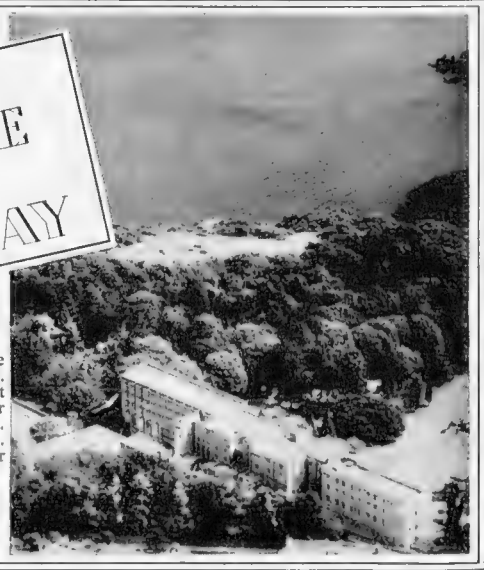

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CHANEL

## *The fable of the sage and his critics*

A certain Philosopher, who had fallen upon troublesome times, was taken to task by some of those around him. 'Most Ancient,' they said, 'your constitution is enfeebled. You have surely had your day. How much longer do you propose to live, O Obstinate?'

'Your grandfathers,' replied the Sage, 'often used to ask me the same thing. And in course of time I have no doubt I shall discuss the matter with your grandchildren.'

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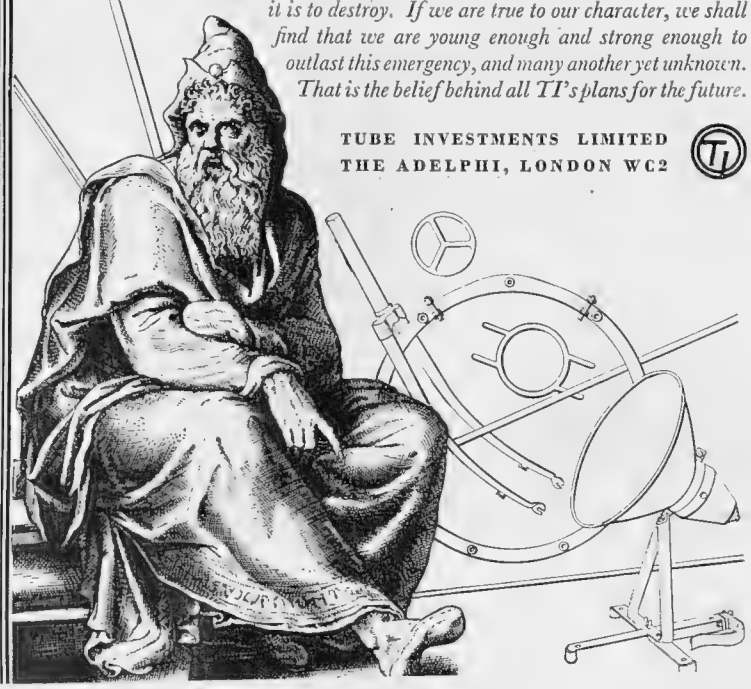

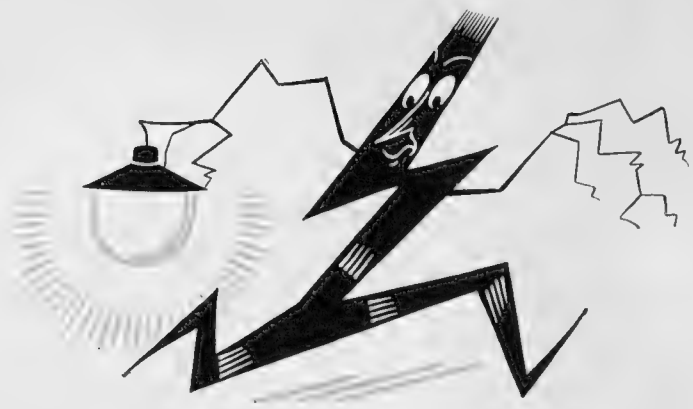

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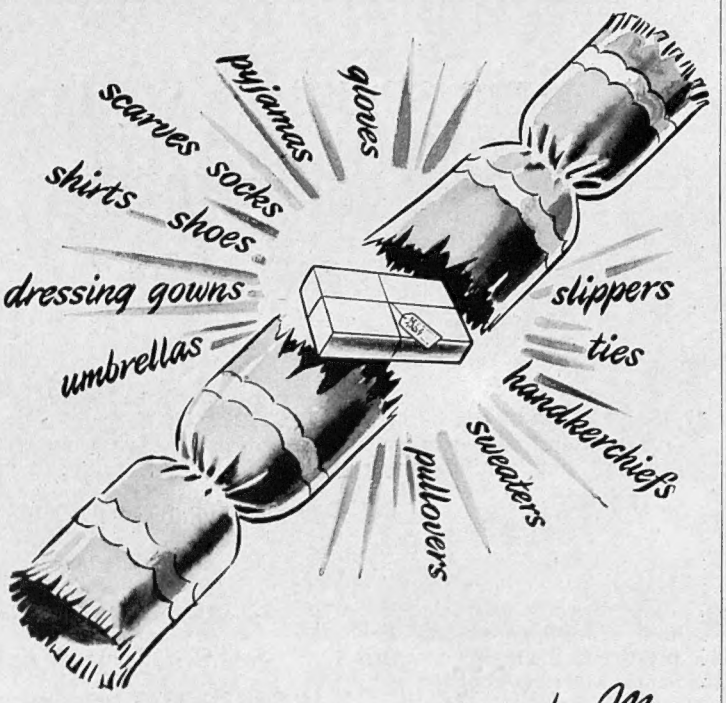


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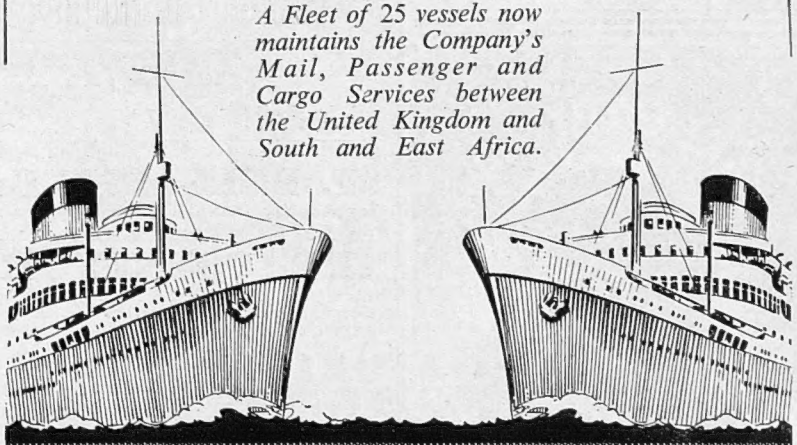

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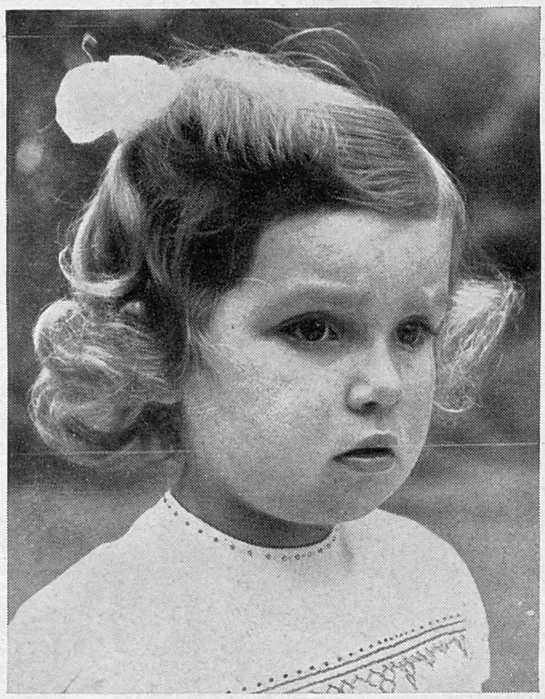

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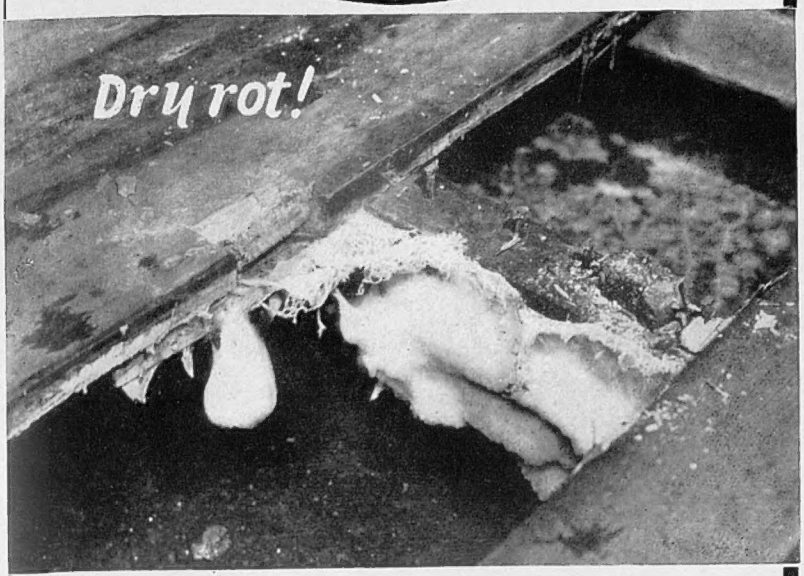


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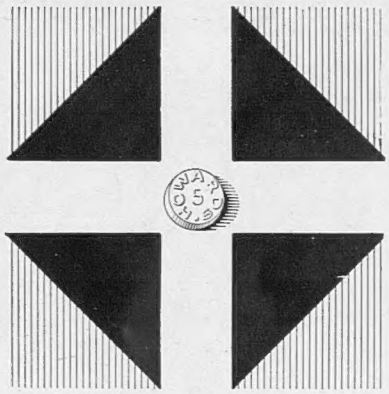

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